



2024 YAS MARINA EVENT

5 to 8 December

From The FIA Formula 2 Race Director

Document 46

To All Teams, All Officials

Date 07 December 2024

Time 21:05

Title F2 Event Notes V3

Description F2 Event Notes V3

Enclosed Event Notes Combined V3.pdf

Rui Marques

The FIA Formula 2 Race Director



YAS MARINA EVENT

5th – 8th December 2024



From: The FIA Formula 2 Race Director

Document: 46

To: FIA Formula 2 Teams and Officials / The Stewards

Date: 7 December 2024

Time: 21:00

Event Notes V3
(changes in light blue)
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 V2

- 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 authorized to attach fans to the car in the parc fermé.
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- 7.2. When the cars are in the parc fermé, this person must request prior authorization 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.

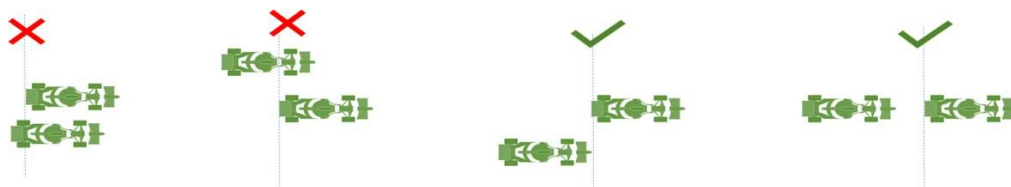
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 14 and until the driver passes the line.



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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.

- Debris fence in Turn 3 on LHS upgraded to 3.5 m.
- Grass verge in Turn 4 on RHS replaced with asphalt.
- Artificial grass removed in Turn 1 on RHS.
- Artificial grass removed in Turn 4 on LHS.
- Artificial grass removed in Turn 7 on LHS.
- Guardrail extended by 4,0 m in Turn 11 on RHS at vehicle opening.
- All CCTV cameras replaced with new cameras.
- The white line in Turn 5 on RHS has been moved further to the right to reduce the distance between the white line and the back of the kerb.
- The white line in Turn 9 on RHS has been moved further to the right to reduce the distance between the white line and the back of the kerb.
- The white line in Turn 15 on LHS has been moved further to the left to reduce the distance between the white line and the back of the kerb.
- The white line in Turn 16 on LHS has been moved further to the left to reduce the distance between the white line and the back of the kerb.

14. Pit Lane

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

14.2. [For the avoidance of any doubt, Art. 27.4 of the Formula 2 Sporting Regulations applies to the pit entry road, the pit lane, and the pit exit road at all times, including the reconnaissance laps.](#)

15. Pit lane Barriers.

15.1. F1 Teams have been instructed to ensure their barriers are no more than 3 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:

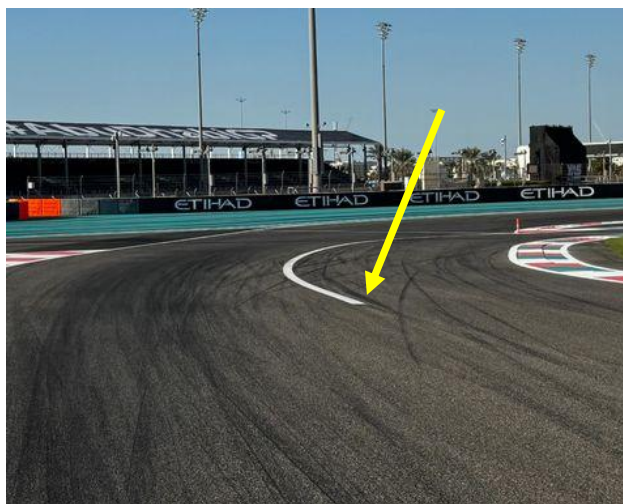
- a) DRS Activation 1: Panels 7, 8, 9
- b) DRS Activation 2: Panels 10, 11, 12

17. Practice starts

- 17.1. No practice starts at the pit exit.
- 17.2. Practice starts may be carried out on the track after the end of 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 F1 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.
- 17.5. After the practice start all drivers must enter the support pit lane.

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.



- 18.2. In accordance with Article 38.9 b) of the 2023 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 crosses the safety car line 1 on the RHS of the orange bollard.
- 18.3. Pertaining to Chapter 4, Article 4 of Appendix L to the ISC any driver crossing the safety car line 1 to the right hand side of the orange bollard at pit entry will be considered as entering the pit lane.
- 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. Additionally, overtaking is prohibited in the pit exit road unless a car slows with an obvious problem.
- 18.5. Overtaking is prohibited in the pit exit road unless a car slows with an obvious 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



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- track limits, this will result in that lap time being invalidated by the Stewards. Additionally, each time a driver fails to respect track limits at the entry or exit of turn 16, will result in that lap time and the immediately following lap time being invalidated by the Stewards.
- 19.2. 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 7 and 17. .
- 23. Car number light panels for the start**
- 23.1. On the right-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 garage no. 38.
- 24.2. In exceptional circumstances, for reasons of safety the pit entry may be closed before cars have returned to the pit lane. In such circumstances all cars must proceed slowly to the starting grid, the first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. The remainder of the procedures detailed in Articles 42.3, 42.4, 42.5 and 43 shall remain unchanged, but will be conducted on the grid instead of in the fast lane.
- 25. General – End of races**
- 25.1. The three podium cars must stay in front of the field and stop on the main straight. Should the driver champion be decided and is not amongst the top 3 he must also stop on the main straight . They will be under parc fermé conditions and be returned to the support paddock. Team members will be allowed to go on the grid in a control manner bearing in mind that the cars are under parc ferme condition.
- 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. Data download in parc fermé.**
- 27.1. Teams are authorised to appoint one person specifically in order to download data in parc fermé.
- 27.2. 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

Rui Marques
Race Director
FIA Formula 2 Championship



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Paddock Departure and Return – Trolley and Race Cars

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

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

Trolleys will line up in the support pitlane (please ensure to keep the fast lane is clear at all times) and when released, the trolleys will go via the support pit entry across the track to bear right towards the F1 pit entry, following the attached route plan. Team personnel on foot should also follow this route.

Teams should turn their trolleys around in the F1 pit lane, ready to exit through the same route as they arrived at the end of each session.

Race Cars will leave via the support pit exit in the above team orders and go on track to the F1 pit lane.

A shuttle service will be provided for F2 mechanics with starter motors to transfer them to the F1 pit lane as soon as all cars have departed the support pit lane.

Drivers participating in Formula 1 Free Practice 1

A transport has been arranged for drivers participating in the F1 FP1 to return to the support paddock. The transport will be stationed near the track medical centre at pit entry and drivers must be on the transport as soon as possible at the conclusion of the F1 FP1 in order to return to the support paddock in a timely manner.

Return to Support Paddock

Teams and trolleys will exit through the same route as they arrived.

At the end of the **practice session** after taking the chequered flag, **ALL** drivers must complete the lap to either the F1 pit lane or the F1 grid. Drivers on the F1 grid can carry out a practice start, following the practice start, cars should continue to turn 8 where they must leave the track to go into the support pit lane. Any cars in the F1 pit lane will be directed onto the circuit to return to the support pit lane after the last car has left the F1 grid.

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 into the support pit lane and go directly to parc fermé, any cars in the F1 pit lane at the time of the chequered flag must be driven onto the circuit to return to parc fermé.

At the end of both races after taking the chequered flag, the podium cars should complete the lap to the F1 grid for the podium presentation. All other cars should progressively slow down and continue to turn 8 where they must leave the track into the support pit lane and go directly to parc fermé. The three podium cars should stay in front of the field and stop on the F1 grid. They will be under parc fermé conditions and be towed back to parc fermé with a team member assisting in steering the car. Should the drivers' champion



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be decided and is not amongst the top 3 he must also stop on the main straight. They will be under parc fermé conditions and be returned to the support paddock. Team members will be allowed to go on the grid in a control manner bearing in mind that the cars are under parc ferme condition.

All cars in the F1 pit lane at the end of each session will be allowed on track and continue to turn 8 where they must leave the track into the support pit lane and go directly to parc fermé.

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:

Pit Lane Procedure Times

Friday – Practice (11.05 – 11.50)

Trolleys loaded and ready to depart.	10.30
Trolleys released to F1 Pit Lane.	approx. 10.40
Race cars released to F1 Pit Lane.	approx. 10.55

Friday – Qualifying (15.00 – 15.30)

Trolleys loaded and ready to depart.	14.25
Trolleys released to F1 pits.	approx. 14.35
Race cars released to F1 pits.	approx. 14.50

Saturday – Sprint Race (pit lane open 16.00)

Trolleys loaded and ready to depart.	15.25
Trolleys released to F1 pits.	approx. 15.35
Race cars released to F1 pits.	approx. 15.50

Sunday – Feature Race (pit lane open 13.10)

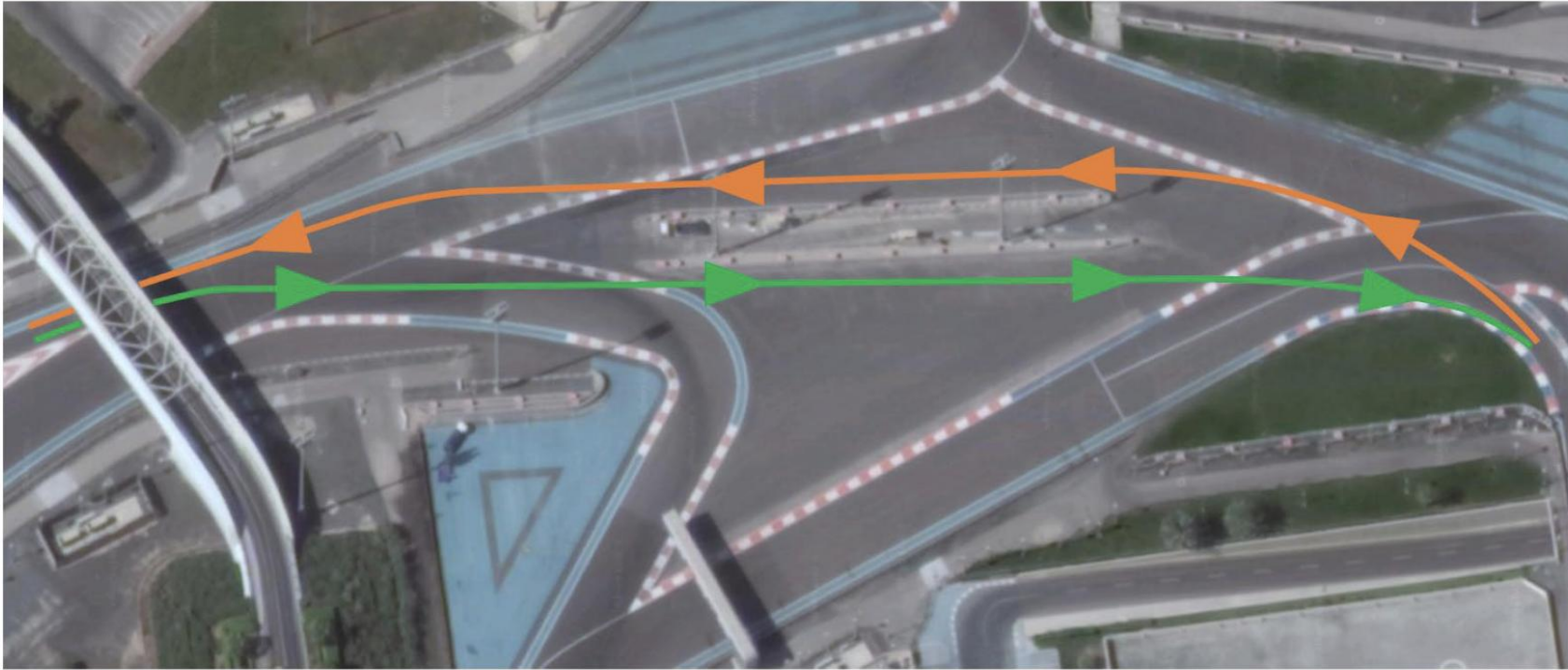
Trolleys loaded and ready to depart.	12.35
Trolleys released to F1 pits	approx. 12.45
Race cars released to F1 pits	approx. 13.00

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Race Director
FIA Formula 2 Championship



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SUPPORT PITS TO F1 PIT LANE



FROM F1 PIT LANE TO SUPPORT PITS





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Race Director's Communication

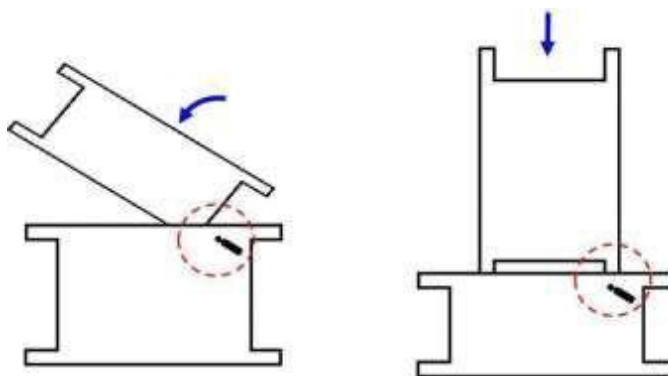
Following various discussions regarding the Pit Stop Regulations for the 2024 FIA Formula 2 Championship, we hereby provide the clarification below:

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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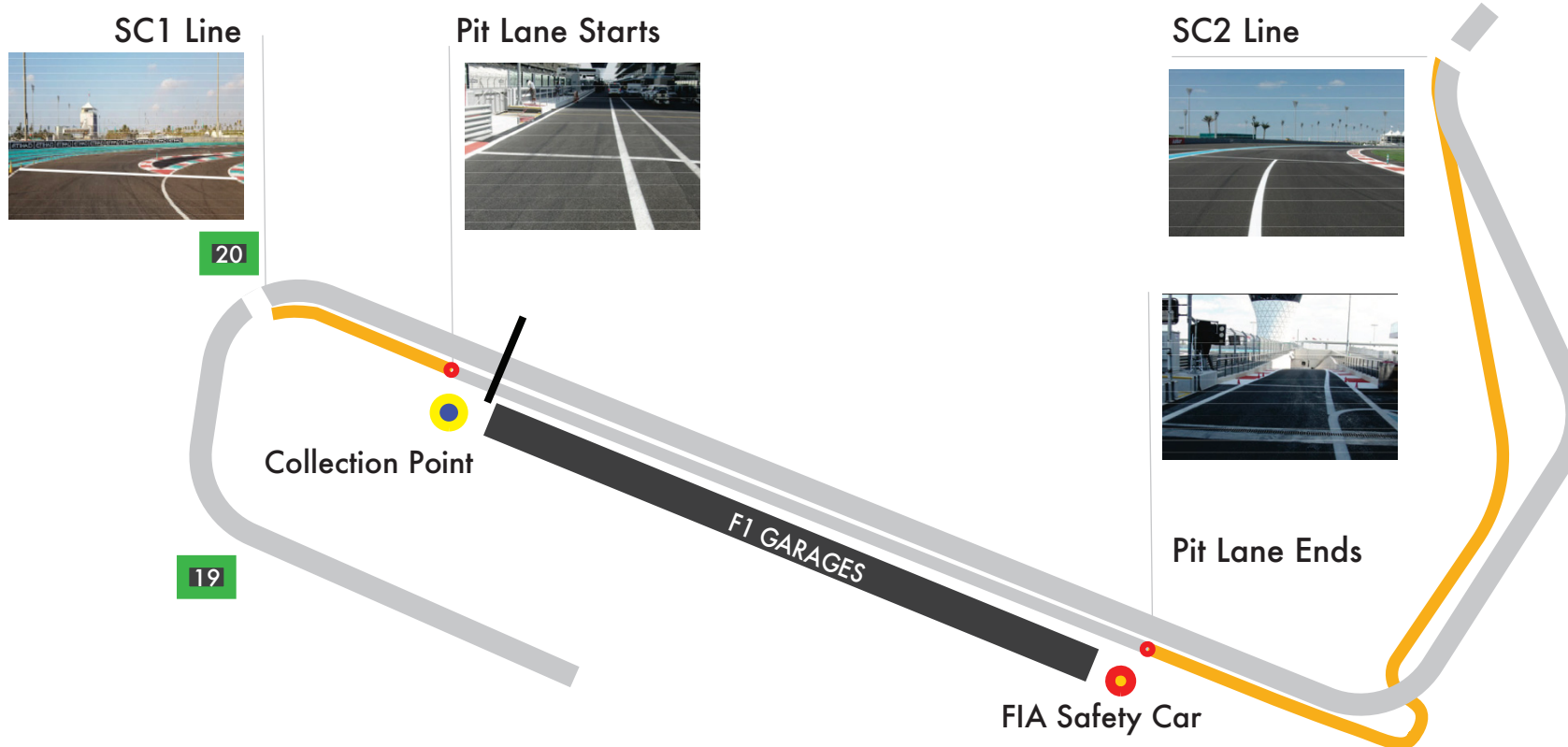
5th – 8th December 2024



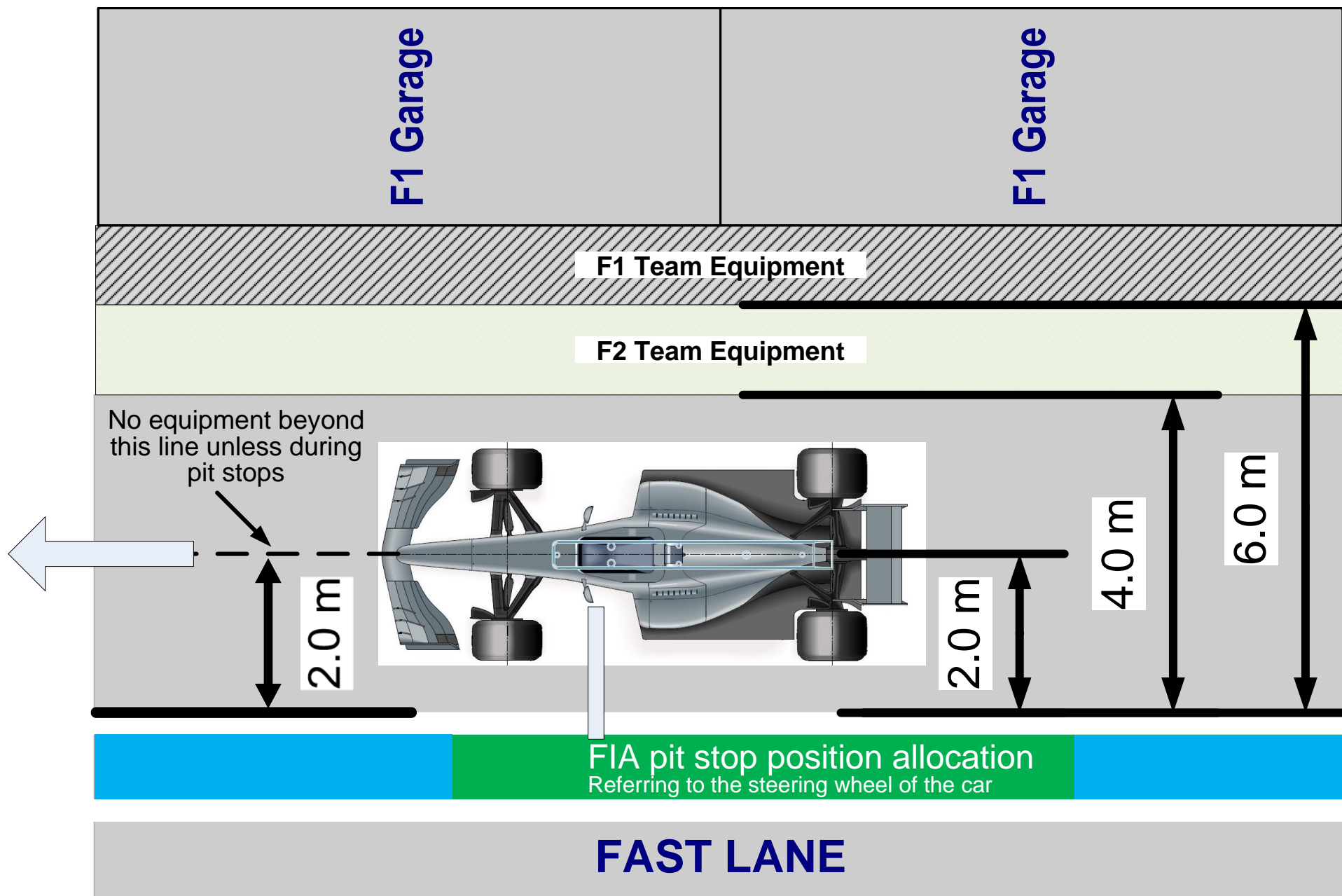
During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:

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



FAST LANE																																								
MP				VAR			Hitech			Campos			Trident			AIX			ART			Prema			Rodin			DAMS			Invicta									
FIA	FIA	FIA	FIA	RED BULL RACING	RED BULL RACING	RED BULL RACING	MERCEDES	MERCEDES	MERCEDES	FERRARI	FERRARI	FERRARI	MCLAREN	MCLAREN	MCLAREN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ALPINE	ALPINE	ALPINE	WILLIAMS	WILLIAMS	WILLIAMS	RACING BULLS	RACING BULLS	RACING BULLS	SAUBER	SAUBER	SAUBER	HAAS	HAAS	HAAS	FOM	FOM	FOM	APEX	APEX	F1 VIP	F1 VIP
01	02	03	04	05	06	07	08	09	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	



ABU DHABI EVENT

05TH – 08TH DECEMBER 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 05th December

12:30 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 06th December

08:35 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 07th December

13:30 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 08th December

12:40 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

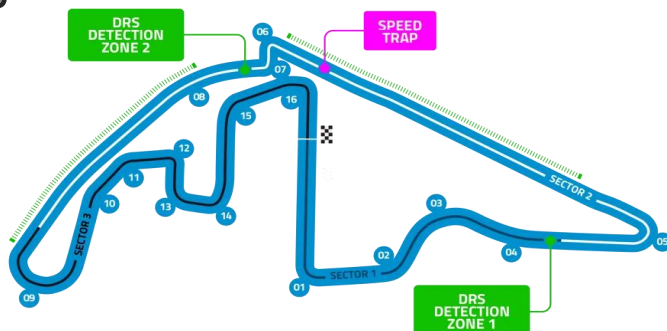
05.12.2024

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 Abu Dhabi - 06/12/24 - (24F2R14ABU)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Medium	F2B	F2B	R2B	R2B
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	13.0	15.0	Slicks
Wets	13.0	15.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -2°

Race -2°

Front Camber Limits

-4.25° FP & Q

-4° Race



Wear (from 23R14ABU Race)

Medium	24 %	14 %	Medium
	Rear avg @ 15 Laps	Front avg @ 15 Laps	
Supersoft	N/A	N/A	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.