



# 2024 DOHA EVENT

## 28 November to 1 December 2024

---

<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	4
<b>To</b>	All Teams, All Officials	<b>Date</b>	28 November 2024
		<b>Time</b>	15:31

---

<b>Title</b>	F2 Event Notes
<b>Description</b>	F2 Event Notes
<b>Enclosed</b>	Event Notes Combined V1.pdf

**Rui Marques**

**The FIA Formula 2 Race Director**



**DOHA EVENT**  
**28 November - 1 December 2024**



---

<b>From:</b> The FIA Formula 2 Race Director	<b>Document:</b> 4
<b>To:</b> FIA Formula 2 Teams and Officials / The Stewards	<b>Date:</b> 28 November 2024
	<b>Time:</b> 15:25

---

**General Instructions**

**1. Pit lane map (to be published in a V2 version)**

- 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 wheel nuts 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.
-

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.**

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 light panels will be shown to the slower car (in addition to 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.

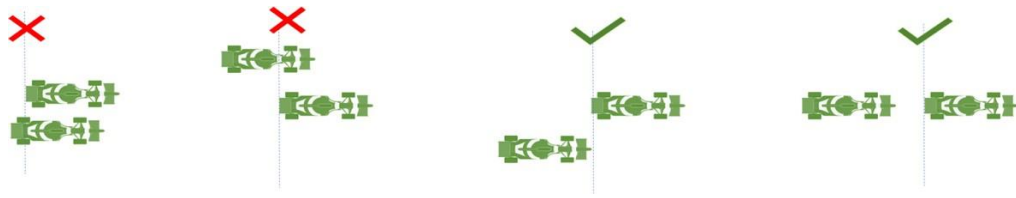
9.3. It should be noted that the aim of using F1MS is to ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

**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 15 from the DRS detection line.

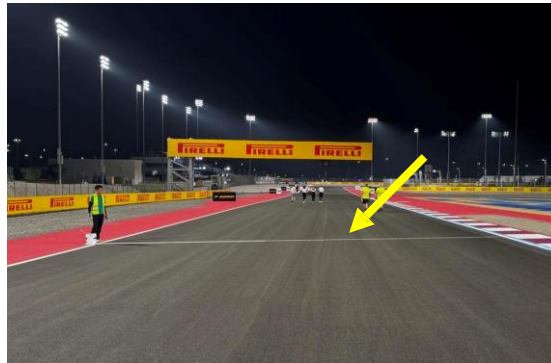


Figure 1 Exit T15 DRS Detection Line

## 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.

First visit of Formula 2 to this circuit

### 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 3 meters from the garages.

### 16. DRS during the Free Practice Session and the Race

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 20, 1, 2, 3.

### 17. DRS during Qualifying

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 20, 1

### 18. Practice starts

18.1. Practice starts may only be carried out at pit exit on the right-hand side before the pit exit lights. For the avoidance of doubt, this includes any time the pit exit is open for races. Drivers must

leave adequate room on their left for another driver to pass.



Figure 2 Practice Start at Pit Exit

- 18.2. 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).
- 18.3. 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.

**19. Lines or bollards at the Pit Entry and Pit Exit.**

- 19.1. 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.
- 19.2. At pit entry, drivers must keep to the right of the bollard when entering the pits.

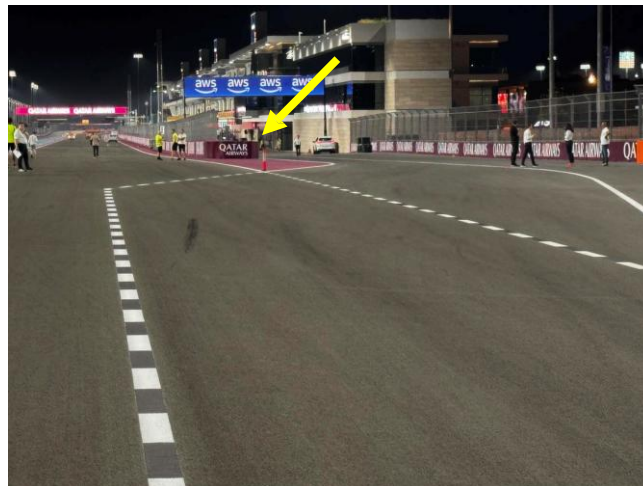


Figure 3 Bollard at Pit Entry

- 19.3. 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, the driver will be considered being in the pit entry when he commits to the right side of the dotted line leading to pit entry (at the track edge).

**20. Track Limits.**

- 20.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During



## DOHA EVENT

28 November - 1 December 2024



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 the exit of turn 16 will result in that lap time and the immediate following lap time being invalidated by the Stewards.

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

**21. Fire extinguishers around the circuit.**

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

**22. Places to remove cars from the track.**

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

**23. Removing cars from the grid.**

23.1. Cars may be removed from the grid through the gates adjacent to grid positions 5 and 12 and through pit exit.

**24. Car number light panels for the start**

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

**25. Suspending a Race.**

25.1. In case of a race suspension, cars will be stopped in the fast lane in front of garage no. 42.

**26. General – End of races**

26.1. The three podium cars must not be overtaken and stay in front of the field stopping on the F1 grid. 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.

**27. Clarification**

27.1. 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.

**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.

Rui Marques  
Race Director  
FIA Formula 2 Championship



# DOHA EVENT

28 November – 1 December 2024



## 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. VAR	7. ART Grand Prix
2. MP Motorsport	8. 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 a single file facing the track access gate 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 entry.**

**Race cars** may line up in a single file outside their tent awning. Once release, cars will proceed under power from the support paddock through the track access gate, turning left onto the track and complete the lap to the F1 pit lane.

After starting the cars, mechanics will cross the track and enter the pit lane as the trolleys by pit entry.

### Return to Support Race Pit Lane

Teams and trolleys will leave the F1 pit lane by the same way they enter the pit lane by the pit entry.

At the end of the **practice session**, after taking the chequered flag, all cars should complete the lap. Cars should then progressively slow down and keep right preparing to turn left to leave the track through the track access gate on the pit straight.

At the end of the **qualifying session**, after taking the chequered flag, all cars should complete the lap. Cars should then progressively slow down and keep right preparing to turn left to leave the track through the track access gate on the pit straight to go into the support paddock parc fermé area.

At the end of **both races** after taking the chequered flag, all cars should complete the lap. Cars should then progressively slow down to keep right preparing to turn left to leave the track through the track access gate on the pit straight to go into the support paddock parc ferme area. Podium cars must not be overtaken and complete the lap to go onto the F1 grid. Podium cars will remain under parc fermé conditions ready to be pushed back by the teams immediately through the track access gate.

All cars in the pit lane at the end of each session must go on track where they must leave the track through the track access gate on the pit straight to go into the support paddock parc fermé area.

### 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:



# DOHA EVENT

28 November – 1 December 2024



---

## Friday – Practice (14:05 – 14:50)

Trolleys loaded and ready to depart	13:30
Trolleys proceed to track access opening	13:35
Trolleys released to F1 pits	approx. 13:45
Race cars released to F1 pits	approx. 13:55

## Friday – Qualifying (19:10 – 19:40)

Trolleys loaded and ready to depart	18:35
Trolleys proceed to track access opening	18:40
Trolleys released to F1 pits	approx. 18:50
Race cars released to F1 pits	approx. 19:00

## Saturday – Sprint Race (pit lane open 19:05)

Trolleys loaded and ready to depart	18:30
Trolleys proceed to track access opening	18:35
Trolleys released to F1 pits	approx. 18:45
Race cars released to F1 pits	approx. 18:55

## Sunday – Feature Race (pit lane open 15:05)

Trolleys loaded and ready to depart	14:30
Trolleys proceed to track access opening	14:35
Trolleys released to F1 pits	approx. 14:45
Race cars released to F1 pits	approx. 14:55

Rui Marques  
The FIA Formula 2 Race Directo



### Race Director's Communication

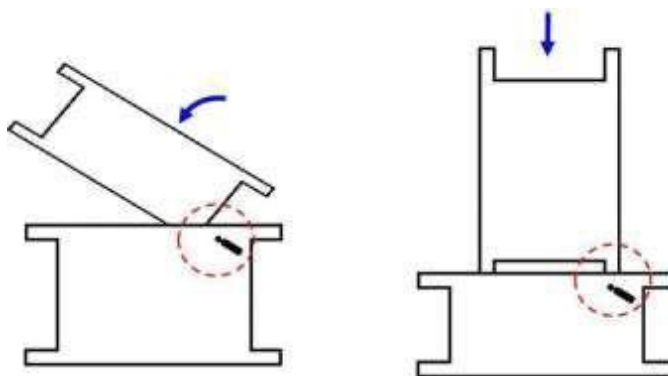
Following various discussions regarding the Pit Stop Regulations for the 2024 FIA Formula 2 Championship, we hereby provide the clarification below:

#### 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



# DOHA EVENT

28th November – 1st December 2024



---

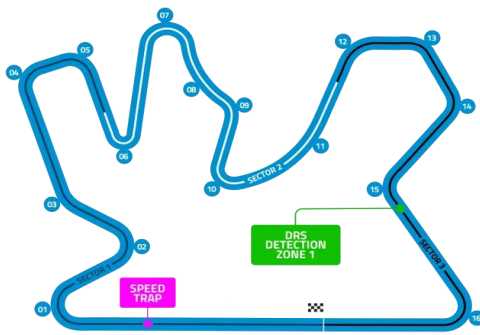
**During each Pit Stop in Sprint Race and Feature Race, the following restrictions will apply:**

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

## Grand Prix of Qatar - 29/11/24 - (24F2R13QAT)

### 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
<b>Medium</b>	F2B	F2B	R2B	R2B
Wet	16R	17R	18R	19R

Sets Available
3
<b>2</b>
3

### Prescriptions and Wear Life

#### Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	14.0	16.0	Slicks
<b>Wets</b>	14.0	16.0	<b>Wets</b>

#### Minimum Cambers (degrees)

##### Rear Camber Limits

FP & Q	-1.75°
<b>Race</b>	-1.75°



##### Front Camber Limits

-4°	FP & Q
-3.75°	<b>Race</b>

#### Wear (from N/A Race)

Hard	N/A	N/A	Hard
<b>Medium</b>	N/A	N/A	<b>Medium</b>

Rear avg @ 15 Laps      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.