



# 2025 SAKHIR EVENT

10 to 13 April 2025

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<b>From</b>	The FIA Formula 2 Race Director	<b>Document</b>	20
<b>To</b>	All Teams, All Officials	<b>Date</b>	12 April 2025
		<b>Time</b>	12:01

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**Title** F2 Bahrain Event Notes 2025 v3  
**Description** Circuit update  
**Enclosed** F2 Bahrain Event Notes 2025 v3.pdf

**Simon Gnana-Pragasam**

**The FIA Formula 2 Race Director**

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<b>From:</b> The FIA Formula 2 Race Director	<b>Document:</b> 20
<b>To:</b> FIA Formula 2 Teams and Officials The Stewards	<b>Date:</b> 12 April 2025
	<b>Time:</b> 11:55

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**Race Director's Event Notes - General Instructions and Information**

**v3 – updates in light blue. All other pages from v2 which are not included here remain in full force and effect.**

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, prior to all sessions and races, 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 Pit Procedures v2.
  
4. **Tyre Protocols**
  - 4.1. Refer to attached document – F2 Tyre Schedule.
  - 4.2. Refer to attached document - Race Director's Communications – Tyres and Pit Stop Procedures
  
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. **Pit Lane Safety** (see F2 Sporting Regulations Article 28.14)
  - 6.1. For safety reasons, during practice and qualifying drivers must not do burnouts 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 burnouts or clutch bite points checks in the paddock, support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
  - 6.3. For safety reasons, 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 safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.
  - 6.5. At no time may wheel nuts be left on the ground in the Pit Lane.
  
7. **Fuel pressure release in Parc Fermé** (see F2 Sporting Regulations Article 45).
  - 7.1. For safety reasons, Competitors are authorised to appoint one team member to release the pressure inside the fuel cell when the cars return after each session. In addition, they are authorized to attach fans to the car in the Parc Fermé.
  - 7.2. When the cars are in the Parc Fermé, this team member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
  - 7.3. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé. When the cars are in the Parc Fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.

8. **Observing yellow flags during free practice and qualifying.**

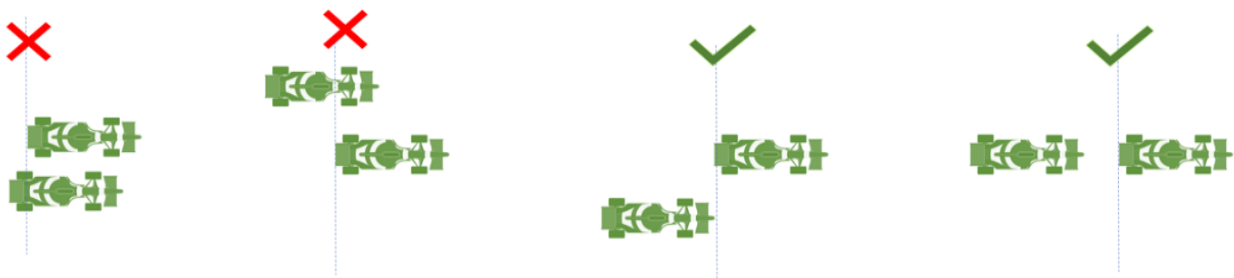
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2.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

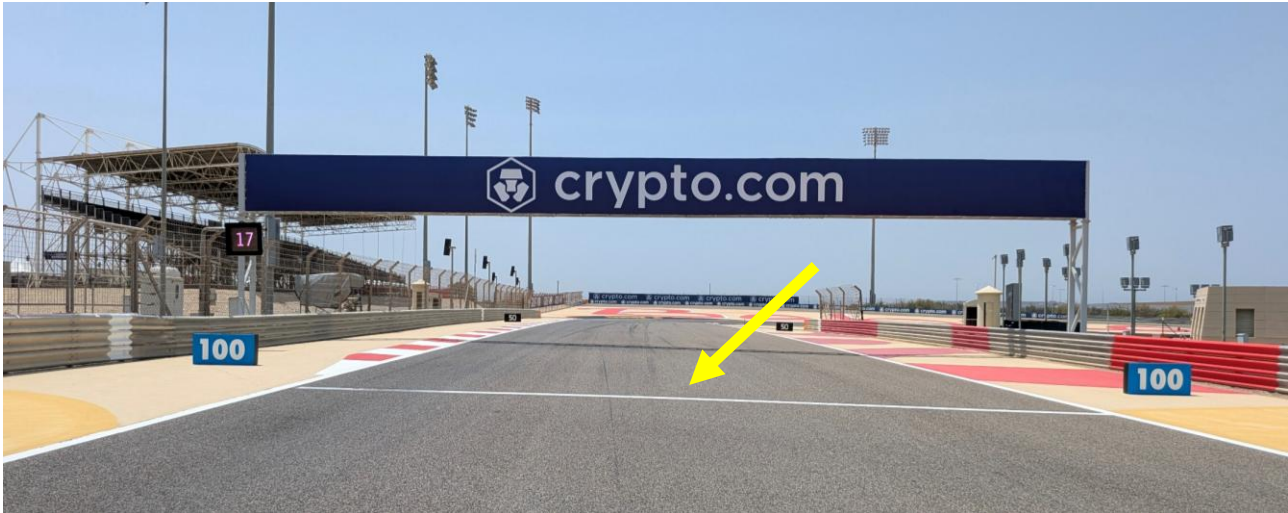
- 9.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the 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** (see F2 Sporting Regulations Articles 40 & 41)

- 10.1. 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 white line just before the 100 metre distance marker before Turn 14, until the control line:



- 10.5. In the event of an incident at Turn 1, the Safety Car may be instructed to use the shortcut just before the corner, and all cars must follow.

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.**

- Exit Turn 4 gravel bed has been extended
- U-drains close to the racing line were closed off by cement and moved away from the white line into the run-off areas
- Repair of the bumps on the start line straight and Turn
- Removed the kerb at Turn 3 RHS (different track configuration)
- Replaced the windows at the start and finish platforms
- Blue line added behind the white line at the entrance of turns 4 and 6.
- Blue line added behind the white line at the exit of turns 2, 4, 10, 11, 13, 14 and 15.
- **Modified white line at Turn 4 – see Art. 28 below**

13. **Pit Lane**

- 13.1. The Pit Lane speed limit is 60 km/h for the entire event.

14. **Pit lane Barriers.**

- 14.1. F2 Teams must ensure their barriers are no more than three meters from the garages to allow sufficient space in the Support Pit Lane for the support categories during their sessions.
- 14.2. F1 Teams have been instructed to ensure their barriers are no more than four meters from the garages.

15. **DRS**

- 15.1. During all **free practice sessions and races** 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:

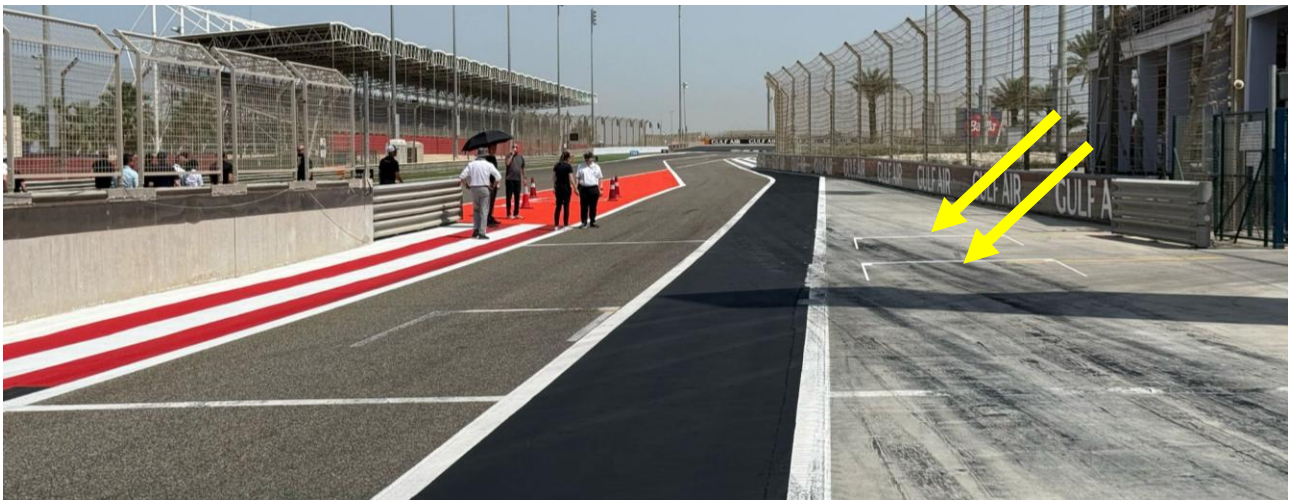
- DRS Activation 1: Panels 3, 4
- DRS Activation 2: Panels 11, 12
- DRS Activation 3: Panels 18, 1, 2

15.2 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:

- DRS Activation 1: Panels 3, 4
- DRS Activation 2: Panels 11, 12
- DRS Activation 3: Panels 18, 1

**16. Practice starts.**

16.1. Practice starts may only be carried out from the marked boxes on the right-hand side of the pit lane, (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.



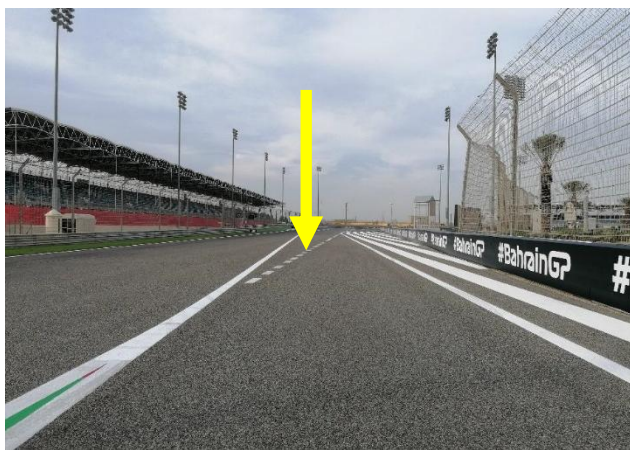
16.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the Pit Exit is open without a justifiable reason (a practice start is **not** considered a justifiable reason).

16.3. 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.

**17. Lines 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 (white lines).

17.2. The dotted white lines across Pit Entry and Pit Exit mark the track edge line.



Pit Exit



Pit Entry

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.

17.4. In accordance with Chapter 4, Article 4 of Appendix L to the ISC any driver passing to the right hand side of the bollard at pit entry will be considered as entering the pit lane.

**18. Track Limits.**

18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.

18.2. 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. For infringements at the entry or exit of Turn 15, the immediately following lap will also be invalidated.

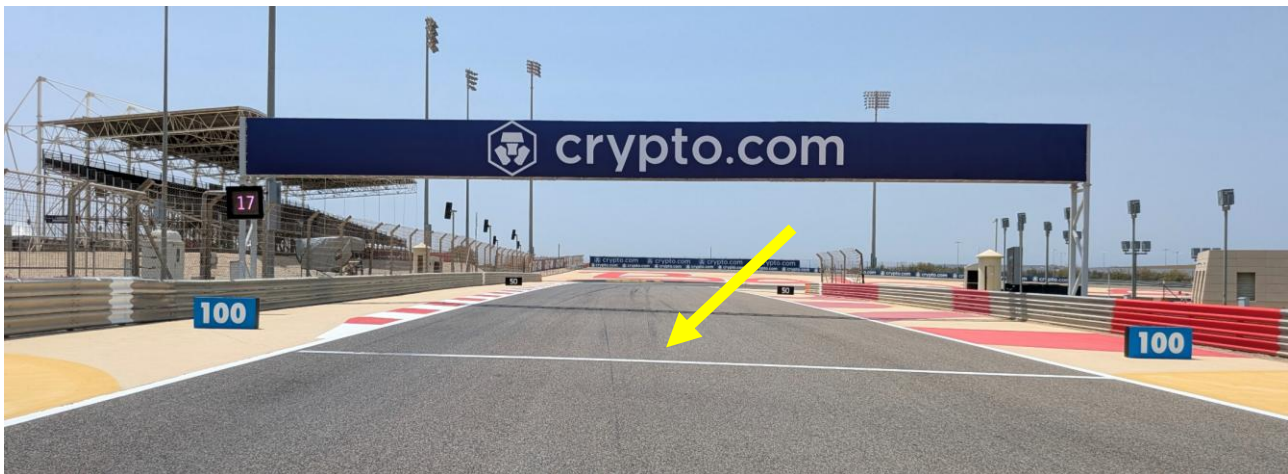
18.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

**19. Practice and Qualifying etiquette**

In accordance with Arts. 27.4 and 31.6 of the F2 Sporting Regulations, drivers not on a fast lap must make all efforts to keep off the racing line. At no point during Practice/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 to not unnecessarily impede any driver on/starting a fast lap.

Additionally, any driver moving 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.

For clarity, from the white line prior to the 100 metre distance marker before Turn 14, cars on the racing line must be at full pace:



**20. Fire extinguishers around the circuit.**

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

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

21.1. Indicated by fluorescent orange panels/paint on the barriers.

**22. Removing cars from the grid.**

22.1. Through the gates in the pit wall adjacent to grid positions 6, 18, and garage 30.

**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 of the F1 Pit Lane, in front of the pit exit lights.

**25. End of Session Procedures**

25.1. At the end of the **practice and qualifying** sessions, after taking the chequered flag, all cars must continue to Turn 10, where they will leave the track to enter the support race Pit Lane.

25.2. At the end of both **races** after taking the chequered flag, the three podium cars should stay in front of the field and complete the lap to the F1 Pit Lane for the podium presentation. All other cars must continue to Turn 10 where they will leave the track to enter the support race Pit Lane.

26. **VSC Test**

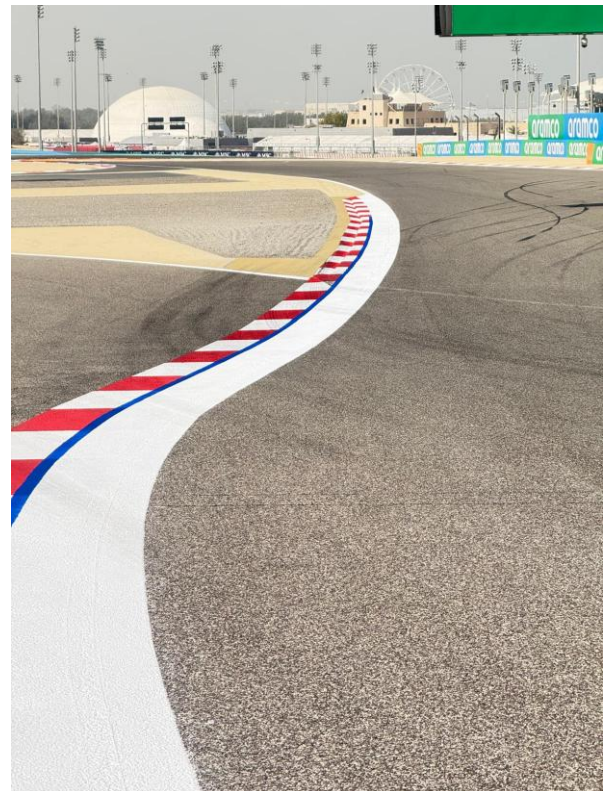
26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is opened, to take part in the VSC test.

27. **Support Race Pit Lane – Emergency Route**

27.1 All teams are made aware that the Support Race Pit Lane may be used by emergency vehicles as a route to the Medical Centre during ANY session, and must therefore keep the fast lane clear **at all times**.

28. **Modified White Line at Turn 4**

The white line marking the track edge at Turn 4 has been modified overnight (Friday-Saturday) as shown below:



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