



MACAU

14 – 17 November 2019

From:	The FIA F3 World Cup Race Director.	Document	12
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**Event Notes Version 2
14 November 2019**

1. Changes to the circuit.

- 1.1 The barrier on the right at Turn 1 (Reservoir) has been re-aligned and a new Safer Barrier installed.
- 1.2 The barrier on the left at Turn 2 (Mandarin) has been re-aligned and a new Safer Barrier installed.
- 1.3 The barrier on the right at Turn 3 (Lisboa) has been re-aligned, new tyre barriers have been installed and the escape road has been widened.
- 1.4 The barrier at Turn 4 (San Francisco) has been re-aligned and additional TecPro installed.
- 1.5 Additional barriers have been installed at Turn 5 (Hospital).
- 1.6 The barriers at Turn 20 (Fishermans) have been re-aligned and set back 2 metres.
- 1.7 Additional TecPro has been installed at the pit entry Turn 21 (R Bend).
- 1.8 **EMM** Light Panels have been installed at Turns 2, 3, 4, 5, 14 ,19, 20 and 21.

2. Circuit Map.

- 2.1 DRS Detection and Activation points.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Location of the blue light panel and marshal with blue flag at the pit exit.
- 2.4 VSC Light Panels and Circuit Lights.
- 2.5 Safety Car position for first lap and rest of the race.

3. Practice Starts.

- 4.1 Practice starts may only be carried out on the left at the Pit Exit in the area marked for this purpose.
- 4.2 For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the exit is open for the race without a justifiable reason (a practice start would not be considered a justifiable reason).

4. Pit Lane.

- 4.1 The Pit Lane speed limit for the entire event is 60 km/h.
- 4.2 Cars may not enter the fast lane of the pits until the pit exit is opened at the start or re-start of each practice or qualifying session and the start of races. Furthermore, no car may be moved to a position in the slow lane which is closer to the pit exit than the garage which has been assigned to the relevant Team.
- 4.3 If there is a red flag at any time during practice or qualifying all cars must return to their pit position.
- 4.4 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 the reconnaissance lap.
- 4.5 It is not permitted to do burn outs or clutch bite point checks in the paddock, garage areas or pit lane at any time during the event.
- 4.6 If a car is shown a red light at the pit entry during any practice sessions or qualifying, the driver must stop at the weighing area.
- 4.7 During all support race, please keep the pit lane clear and store all equipment inside your garages.

5) Lines or bollards at the pit entry and pit exit.

- 5.1 Leaving the pit lane and re-joining the track must be done without endangering or hindering other competitors. It is strictly forbidden to cross the solid Yellow line at the pit exit with any part of a car when leaving the pits with such action incurring a three place grid penalty or, during the race a penalty under Article 15.3 (a) will apply.
- 5.2 When entering the Pits, drivers must keep to the left of the solid Yellow line which starts at SC line 1.
- 5.3 For safety reasons, drivers should give a clear indication that they are entering the pits by keeping to the left of the dashed Yellow line preceding the pit entry.

6) Observing yellow flags during free practice and qualifying

- 6.1 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/she has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean they have to pit as the track could well be clear the following lap).

- 6.2 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.

Drivers should not overtake any car in a single waved yellow marshalling sector unless it is clear that a car is slowing with a completely obvious problem, e.g. obvious accident damage or a deflated tyre.

- 6.3 At some locations, especially at high speed sectors or before blind turns, the yellow flag / light signal will be repeated on two marshal posts prior to the incident.
- 6.4 A Yellow flag will be displayed before the Melco Hairpin (between MP 19A and 19B) during all Practice Sessions / Qualifying and the Races. Overtaking is not permitted at any time until the green flag, which will be displayed between MP 21A and 21.
- 6.5 Yellow lights at post 19A will flash if the Melco hairpin is BLOCKED.
- 6.6 Cars must keep to the left of the Solid Yellow Line at Melco at all times, unless they are avoiding a stationary car or avoiding an incident.

7) Light Panels, Circuit Lights.

7.1 The EMM light panels and circuit lights have been installed in the positions shown on the circuit map. In accordance with Appendix H of the ISC the light panels and circuit lights have the same meaning as flag signals.

8) Pit Entry Status Panel.

8.1 The Pit Entry Panel indicated on the map Panel 10 will display a Yellow Arrow if cars are required to follow the Safety Car through Pit Lane, marshals Post 25 will also display a board (Safety Car by the Pit Lane).

8.2 If the Pit Entry is Closed Panel 10 will display a Red Cross.

9) Marshals displaying arrows for track obstructions.

9.1 If the track is partially blocked, Marshals will display white boards with black arrows to show which part of the track drivers should use in order to avoid stopped car(s) and/or debris.

10) Driving Standards.

10.1 During Practice and Qualifying any driver slowing down to create a bigger gap to the car in front, must not impede another driver.

10.2 The driver of any car with serious mechanical problems or damage must not compromise track conditions or the safety of other competitors by continuing, they should move off the racing line and stop the car at the earliest opportunity (if possible, near one of the marked places where cars can be recovered from the track).

10.3 If a driver has a mechanical problem or is involved in an incident and their car stops on the track, they should give a clear indication to the marshals whether they are OK, get out of the car and evacuate the track as quickly as possible. The driver should not stay in the car having a discussion with their team on the radio as this can delay the recovery of the car.

11) VSC

11.1 Circuit Map VSC indicating positions of VSC Panels and VSC Boards that will be displayed by the marshals.

11.2 How the Stewards expect drivers to react during a VSC period and the way VSC is policed by the Stewards.

11.3 Car ECU setting for VSC 80 km/h

12) Black Flags.

12.1 Black Flags will be displayed at the Control line and also at Marshals Post 18.9.

13) Places to remove cars from the track.

13.1 Indicated by green and white markings on the barriers or guard rail elements. Please try to stop near one of these if necessary

14) Openings where drivers can leave the track.

14.1 Emergency windows in debris fences to allow drivers to leave the track are marked by Orange panel on the debris fence.

15) Fire extinguishers around the circuit.

15.1 Indicated by a Red letter "F" on a white background on the debris fences or guard rails.

16) Car number boards for the start.

16.1 On the left-hand side of the grid.

17) Removing cars from the grid.

17.1 Through the opening adjacent to grid position 14.

18) Team personnel leaving the grid.

18.1 Team personnel must use the large opening beside grid position 14 when leaving the grid. Do not leave by the gate at the start line as this gate is very narrow and you delay the start procedures.

19) Formation lap.

19.1 When leaving the grid at the start of the formation lap drivers must not weave to warm tyres and must respect the pit lane speed limit of 60 km/h until they cross the Control line.

20) End of Practice Procedure.

20.1 After taking the chequered flag, drivers must slow down progressively and continue to the pit lane.

21) Qualifying.

21.1 Any driver that drives unnecessarily slowly or erratically at any time during qualifying will be reported to the Stewards. (For the avoidance of doubt this includes out laps and in laps).

22) End of Qualifying.

22.1 After taking the chequered flag, slow down progressively, continue to the pit lane and go directly to parc fermé outside your garage.

23) Race Finishes.

23.1 After the chequered flag at the end of the races, please do not slow down significantly to celebrate as other cars behind you may still be racing for position.

24) Post Race Parc Fermé Saturday.

24.1 After taking the chequered flag, slow down progressively and continue to the pit lane, the first 3 cars stop at the Podium all other cars go directly to parc fermé outside your garages.

25) Post Race Parc Fermé Sunday.

25.1 After taking the chequered flag, slow down progressively and continue to the pit lane, the first 3 cars stop at the Podium all other cars go directly to **the paddock parc fermé, or as directed by FIA Technical.**

26) Team Radios.

26.1 All team radios must be online 20 minutes prior to the start of every session until parc fermé is open.

26.2 Teams involved in investigations (by stewards or scrutineers) must keep radios online until the case is closed.

26.3 Please return team radios to MRTC in Scrutineering on Sunday after the race result is official.

27) Cars Movement during support race sessions.

27.1 Teams must seek permission from the Technical Delegate prior to moving cars to and from the Pit Garages to the Paddock during support race sessions.

28) Any other business



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