

FIA FORMULA 3 WORLD CUP 2023

15 – 19 NOVEMBER 2023

SPORTING REGULATIONS

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The FIA will sanction the World Cup for Formula 3, which is the property of the FIA and will comprise one title, being the FIA Formula 3 World Cup for drivers. All the participating parties (FIA, ASN's, Organisers, competitors and circuit) undertake to apply as well as observe the rules, governing the Cup.

Articles from the General Prescriptions that are applicable to the FIA World Cup for Formula 3 have been included in these regulations.

The Associação Geral de Automovel de Macau-China will sanction the 2023 Macau Grand Prix, which is the property of the Sports Bureau of Macao SAR Government and comprises several races for different categories.

Should any dispute arise, the panel of the stewards of the meeting will be the only authority to make a decision (ISC-Article 11.9).

1) REGULATIONS

- 1.1 The final text of these Sporting Regulations shall be the English version which will be used should any dispute arise as to their interpretation. Headings in this document are for ease of reference only and do not form part of these Sporting Regulations.
- 1.2 The Cup is governed by the FIA Sporting Code (and its Appendices), the FIA F3 World Cup Technical Regulations and these Sporting Regulations.
- 1.3 Clarification, interpretation and arbitration of any rules, requirements and regulations not covered by the FIA 'General Prescriptions' and Specific Regulations, Sporting Code and Technical Regulations shall be decided by the stewards of the meeting.
- 1.4 These Sporting Regulations come into force from the moment of their publication on the FIA website (www.fia.com), and replace all previous Sporting Regulations.

2) GENERAL UNDERTAKING

- 2.1 All drivers, competitors and officials participating in the Event undertake, on behalf of themselves, their employees and agents, to observe all the provisions as supplemented or amended of the International Sporting Code (the Code), the 2023 FIA Formula 3 World Cup Technical Regulations (the Technical Regulations), FIA Official Bulletins and the present Sporting Regulations.

3) GENERAL CONDITIONS

- 3.1 It is the competitor's responsibility to ensure that all persons concerned by his entry observe all the requirements of the Code, the Technical Regulations and the Sporting Regulations, as well as any bulletins or Event Notes issued by the FIA. If an entrant is unable to be present in person at the Event he must nominate his representative in writing. The person having charge of an entered car during any part of an Event is responsible jointly and severally with the competitor for ensuring that the requirements are observed.
- 3.2 Competitors must ensure that their cars comply with the conditions of eligibility and safety throughout the Event.
- 3.3 The presentation of a car for scrutineering will be deemed an implicit statement of conformity.
- 3.4
 - a) All persons concerned in any way with an entered car or present in any other capacity whatsoever in the paddock, pits, pit lane or track must wear an appropriate pass at all times.
 - b) The entrant shall declare that to the best of his belief his driver(s) possess(es) the standard of competence necessary for an event of the type to which the entry relates, that should his driver(s) at the time for the event be suffering from any disability whatsoever he shall declare the disability to the Stewards prior to the driver(s) driving on the track, that the vehicle entered is suitable and roadworthy for the event having regard to the track and the speed that will be reached and that he, his driver(s) and team members enter upon and use the track and its facilities entirely at his or their own risk.
- 3.5 All use of moving and on-board images must be approved in writing by the FIA.
Failure to comply with the above will be reported to the stewards of the meeting and may result in the disqualification of the relevant team from the Event and a maximum fine of €10,000.

4) ELIGIBLE DRIVERS AND COMPETITORS

- 4.1 All drivers and competitors must hold current and valid licenses (minimum requirement a Grade B FIA International driver's licences) and, where applicable, valid licences and/or authorisations issued by their ASN. A driver must also be in possession of a current medical certificate of aptitude, either included on the competition license or on an attached document.

All documents must be presented at the Event.

The event will be by invitation with priority given to those drivers having achieved the highest positions in the 2023 FIA F3 Championship and Formula Regional Championships. Any decision as to whether a driver has the necessary experience will be made at the absolute discretion of the FIA.

Drivers entered in the 2023 FIA Formula 3 World Cup are not allowed to participate in any other prior track activity and/or competition on the same racetrack in 2023.

- 4.2 No driver may participate in the World Cup without successfully completing an FIA training programme, details of which will accompany the entry form.
- 4.3 Any driver application to participate in the Cup will be studied by the FIA and accepted or rejected at its absolute discretion.

5) EVENT

- 5.1 The Event shall include all practices and races.
- 5.2 The Event will have the status of international event.
- 5.3 There will be two races:

Race 1: A **qualifying** race for the Macau Grand Prix run over 10 laps or a maximum of 60 minutes, whether or not the race is suspended.

Race 2: The Macau Grand Prix run over 15 laps or a maximum of 60 minutes, however, should the race be suspended the length of the suspension will be added to this period (also see Article 41.4).

Each race, from the start signal referred to in Article 38.10 to chequered flag, being of a distance of 61.17km and 91.755km respectively. Each lap is 6.2km (3.8 miles) and is run in a clockwise direction.

Any driver who cannot take part in Race 1 may make a request to the stewards to participate in Race 2, permission not being unreasonably withheld.

- 5.4 The Event will take place at Macau from 15-19 November 2023.

The Macau Grand Prix Organizing Committee reserves the right to postpone, abandon or cancel the Event or part thereof. In the event of abandonment, cancellation or of postponement for more than 48 hours, the Entrant/Competitor will have no right of claim against the Promoters or Macau Grand Prix Organizing Committee or the Sports Bureau of Macao SAR Government in respect of any prize moneys or loss of expenses that he may have incurred or may incur as a result.

6) FIA FORMULA 3 WORLD CUP FOR DRIVERS

- 6.1 The award for the FIA Formula 3 World Cup will be presented to the driver who completes Race 2 in the shortest time having completed the maximum possible number of laps in that race. In the event that Race 2 is unable to take place, the award will be presented to the winner of Race 1 on 18th November 2023.

7) DEAD HEAT

- 7.1 Prizes awarded for all the positions of competitors who tie will be added together and shared equally.

8) ORGANISATION

- 8.1 The organiser shall supply the information set out in Appendix 1, part A hereto to the FIA no later than 30 days before the Event. The FIA, if satisfied with such information, shall complete part B and forward both parts to all competitors before the end of initial scrutineering.

9) INSURANCE

- 9.1 The promoter of the Event must procure 90 days before the event that all competitors, their personnel, sponsors, agents and drivers are covered by adequate third party insurance.
- 9.2 The promoter must, 30 days before the Event, send the FIA details of the risks covered by the insurance policy which must comply with the national laws in force.

9.3 Third party insurance arranged by the promoter shall be in addition and without prejudice to any personal insurance policy held by a competitor or any other participant in the Event. Drivers taking part in the Event are not third parties with respect to one another.

9.4 Sight of the policy must be available to the competitors on demand.

10) FIA DELEGATES

10.1 The FIA will nominate the following delegates:

- a) Technical delegate.
and may nominate:
- b) Assistant technical delegate.
- c) Software analyst.
- d) Representative of the President of the FIA.
- e) An FIA observer.
- f) A medical delegate.
- g) An FIA coordinator
- h) A race director assistant
- i) Media delegate
- j) Driver Advisor.

10.2 The role of the FIA delegates is to help the officials of the Event in their duties, to see within their fields of competence that all the regulations governing the Event are respected, to make any comments they judge necessary and to draw up the various reports required by the FIA concerning the Event.

10.3 The technical delegate nominated by the FIA will be responsible for scrutineering and will have full authority over the national scrutineers.

11) OFFICIALS

11.1 The following officials will be nominated by the FIA:

- a) Two stewards of the meeting one of whom will be the chairman.
- b) The race director.

11.2 The following officials will be nominated by the ASN:

- a) One steward.
- b) The clerk of the course.

11.3 The race director, the clerk of the course, the technical delegate and the stewards must be present at the circuit at the latest from the beginning of the Event as defined by the Code, and the FIA stewards before the end of initial scrutineering.

11.4 The race director must be in radio contact with the clerk of the course and the chairman of the stewards at all times when cars are permitted to run on the track. Additionally, the clerk of the course must be in race control and in radio contact with all marshals' posts during these times.

11.5 The clerk of the course shall work in permanent consultation with the race director. The race director shall have overriding authority in the following matters and the clerk of the course may give orders in respect of them only with his express agreement:

- a) The control of practice and the race, adherence to the timetable and, if he deems it necessary, the making of any proposal to the stewards to modify the timetable in accordance with the Code or Sporting Regulations.
- b) The stopping of any car in accordance with the Code or Sporting Regulations.
- c) The stopping of practice or suspension of the race in accordance with the Sporting Regulations if he deems it unsafe to continue and ensuring that the correct restart procedure is carried out.

- d) The starting procedure.
- e) The use of the safety car and/or VSC.

12) ENTRIES

12.1 Competitors registrations will be opened by the FIA on 01 July 2023. All entries must be submitted no later than 30 September 2023 using the entry form available on the FIA website or request at the following email address: dmeriaux@fia.com.

The Organisers have the right to refuse any entry should it be deemed by them to be against the best interest of the Event.

Entries are to be sent to:
FIA (Fédération Internationale de l'Automobile)
For the attention of Diana Meriaux
Ch. de Blandonnet 2
1215 Geneva
Switzerland
Email: dmeriaux@fia.com

12.2 Applications shall include:

- a) Confirmation that the applicant has read and understood the Regulations and agrees, on its own behalf and on behalf of everyone associated with its participation in the Cup, to observe them.
- b) The name of the competitor.
- c) The physical address of the competitor corresponding to his licence.
- d) Copies of the licences for both driver and competitor as well as copies of the related documents according to Art.4.1
- e) The name of the driver. A driver may be nominated subsequent to the application.
- f) Copyright free, high-resolution photographs sent by e-mail of the driver(s) and biography of the driver(s).

12.3 All applications will be studied by the FIA and accepted or rejected at its absolute discretion. The FIA will publish the list of cars and drivers accepted together with their race numbers no later than 31 October 2023, having first notified unsuccessful applicants.

12.4 The FIA may cancel the World Cup if less than 14 cars are entered for it by the closing date for entries.

12.5 Each driver is only permitted to enter in one Competition in the Macau Grand Prix.

13) PASSES

13.1 Twelve passes per car (one driver pass and eleven team passes) will be issued with pit lane and garage access.

14) INSTRUCTIONS AND COMMUNICATIONS TO COMPETITORS

14.1 The stewards or race director may give instructions to competitors by means of special circulars in accordance with the Code. These circulars will be distributed to all competitors who must acknowledge receipt.

14.2 All classifications and results of practice and the race, as well as all decisions issued by the officials, will be posted on the official notice board (virtual or physical which will be situated on the ground floor of the Race Control Tower).

14.3 Any decision or communication concerning a particular competitor should be communicated to him forthwith in writing within 25 minutes of such decision and receipt must be acknowledged.

14.4 Official instructions and communications to competitors may also be given via a dedicated radio channel or through the timekeeper screens.

15) INCIDENTS DURING THE RACE

15.1 The race director may report any on-track incident or suspected breach of these Sporting Regulations or the Code (an "Incident") to the stewards. After review it shall be at the discretion of the stewards to decide whether or not to proceed with an investigation. The stewards may also investigate an Incident noted by themselves.

15.2 a) It shall be at the discretion of the stewards to decide if any driver involved in an incident should be penalised.

Unless it is clear to the stewards that a driver was wholly or predominantly to blame for an Incident no penalty will be imposed.

b) If an incident is under investigation by the stewards, a message informing all Competitors which driver or drivers are involved will be sent via the official messaging system.

Provided that such a message is displayed no later than 60 minutes after the race has finished, the driver or drivers concerned may not leave the circuit without the consent of the stewards.

15.3 The stewards may impose any one of the penalties below on any driver involved in an incident:

a) A five-second time penalty. The driver must enter the pit lane, stop in his pit stop position for at least five seconds and then re-join the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases five seconds will be added to the elapsed race time of the driver concerned.

b) A ten-second time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race. The relevant driver may however elect not to stop, provided he carries out no further pit stop before the end of the race. In such cases ten seconds will be added to the elapsed race time of the driver concerned.

In both of the above cases the driver concerned must carry out the penalty the next time he enters the pit lane and, for the avoidance of doubt, this includes any stop the driver makes whilst a VSC or safety car procedure is in use.

c) A drive-through penalty. The driver must enter the pit lane and re-join the race without stopping.

d) A ten-second stop-and-go time penalty. The driver must enter the pit lane, stop in his pit stop position for at least ten seconds and then re-join the race.

If any of the four penalties above are imposed upon a driver, and that driver is unable to serve the penalty due to retirement from the race, the stewards may impose a grid place penalty on the driver at his next Race.

If any of the four penalties above are imposed during the last three laps, or after the end of a race, Article 39.4 b) below will not apply and five seconds will be added to the elapsed race time of the driver concerned in the case of (a) above, 10 seconds in the case of (b), 20 seconds in case of (c), and 30 seconds in the case of (d).

e) A time penalty.

f) A reprimand.

g) A drop of any number of grid positions.

If any of the seven penalties above are imposed they shall not be subject to appeal.

h) Deletion of a driver's qualifying lap time or times.

i) Disqualification from the results.

j) Suspension from the driver's next race or Event.

With the exception of a reprimand or fine, when a penalty is applied under the International Sporting Code or Article 39.3 the stewards may impose penalty points on a driver. If a driver accrues 12 penalty points during a free practice or qualifying practice, he will be suspended for the

remainder of the Event. If a driver accrues 12 penalty points in a race, he will be suspended for the following Event. After the suspension has been issued, 12 points will be removed.

Penalty points will remain on a driver's record until the end of the season after which they will be removed.

15.4 Should the Stewards decide to impose either of the penalties under Article 15.3 a) b) c) or d), the following procedure shall apply:

- a) The Stewards will give written notification of the penalty, which has been imposed to the competitor concerned and will ensure that this information is also displayed on the timing monitors where possible;
- b) With the exception of Articles 15.3 a) and b) above, from the time the stewards' decision is notified on the timing monitors the relevant driver may cross the Line on the track no more than twice before entering the pit lane and, in the case of a penalty under Article 15.3 d), proceeding to his garage where he shall remain for the period of the time penalty.
However, unless the driver was already in the pit entry for the purpose of serving his penalty, he may not carry out the penalty **if the VSC procedure is in use or after the Safety Car has been deployed**. The number of times the driver crosses the Line behind the safety car **or during the VSC procedure** will be added to the maximum number of times he may cross the Line on the track.
- c) Whilst a car is stationary in the pit lane as a result of incurring a time **penalty under Article 15.3(d) above it may not be worked on. However, if the engine stops any work necessary to restart it may be carried out after the time penalty period has elapsed.**
- c) When the time penalty period has elapsed the driver may rejoin the race.
- d) Any breach or failure to comply with Article 15.4) b) c) or d), may result in the car being disqualified.

16) PROTESTS AND APPEALS

16.1 Protests shall be made in accordance with the Code and accompanied by a fee in cash of €2000 (two thousand Euros) or its equivalent in local currency.

16.2 Appeals shall be made in accordance with the Code and accompanied by a fee in cash of €6000 (six thousand Euros) or its equivalent in local currency.

16.3 Appeals may not be made against decisions concerning the following:

- a) Penalties imposed under Art. 15.3 a), b), c), d), e), f), g) or h) including those imposed during the last three laps or after the end of the race.
- b) Any drop of grid positions, **starting from the back of the grid or from** pit lane imposed under Articles **15.3 g) and h)**.
- c) Any penalty imposed under Art 33.6.
- d) Any decision taken by the Stewards in relation to Art 36.4.
- e) Any penalty imposed under Article 38.5 or 44.3.

17) SANCTIONS

17.1 The Stewards may inflict the penalties specifically set out in these Sporting Regulations in addition to or instead of any other penalties available to them under the Code.

18) CHANGES OF DRIVER

18.1 Changes of driver after 30 September 2023 will only be permitted in agreement with the Organisers.

A change of driver after the start of the Event will require the consent of the Stewards.

18.2 A reserve driver may be nominated by the **competitor**.

19) DRIVING

19.1 **The driver must drive the car alone and unaided.**

19.2 Drivers must observe the provisions of the Code relating to driving behaviour on circuits at all times.

19.3 Drivers must make every reasonable effort to use the track at all times and may not deliberately leave the track without a justifiable reason.

Drivers will be judged to have left the track if no part of the car remains in contact with it and, for the avoidance of doubt, any white lines defining the track edges are considered to be part of the track but the kerbs are not.

Should a car leave the track the driver may re-join, however, this may only be done when it is safe to do so and without gaining any lasting advantage. At the absolute discretion of the Race Director a driver may be given the opportunity to give back the whole of any advantage he gained by leaving the track.

19.4 At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person.

19.5 Drivers are not permitted to participate in any additional practice, qualifying or race within the Event.

19.6 More than one change of direction to defend a position is not permitted. Any driver moving back towards the racing line, having earlier defended his position off-line, should leave at least one car width between his own car and the edge of the track on the approach to the corner.

19.7 Any driver defending his position on a straight, and before any braking area, may use the full width of the track during his first move, provided no significant portion of the car attempting to pass is alongside his. Whilst defending in this way the driver may not leave the track without justifiable reason.

19.8 Manoeuvres liable to hinder other drivers, such as deliberate crowding of a car beyond the edge of the track or any other abnormal change of direction, are not permitted.

19.9 As soon as a car is caught by another car which is about to lap it during the race the driver must allow the faster driver past at the first available opportunity. If the driver who has been caught does not allow the faster driver past, waved blue flags will be shown to indicate that he must allow the following driver to overtake.

20) RACE NUMBERS AND DRIVER'S NAME

20.1 a) Each car must carry the race number of its driver as published by the Organisers. The number panel as supplied by the organiser may not be modified without the organisers approval and must be placed on the nose of the car and on each rear wing end plate which must be left clear of other identification unless specifically provided by the organiser (see Appendix 2).

b) Every competitor must display the name of the driver and his national flag on the bodywork or on the outside of the cockpit. These must be clearly legible.

c) In order that the cars of each team may be easily distinguished from one another whilst they are on the track, the on board cameras located above the drivers head of the first car must be predominantly black, the second car must be predominantly fluorescent yellow, the third fluorescent orange.

21) PROMOTION

21.1 Drivers must take part in any promotional activity requested by the organizers such as autograph sessions, prize giving, press conferences, pit road walkabouts, photo shooting, and pre-race parades. This is in addition to Article 35 and 47.

A photo-shoot will take place at a time and location to be confirmed in the Supplementary Regulations, to which all qualified drivers must attend.

21.2 The drivers, competitors and manufacturers give the right to the Organisers to use their name and images and racing car images for any promotional, advertising, publicity and public relations purpose, for the promotion of the Event and the Macau Grand Prix.

21.3 Use of the Organisers logo by the competitors, manufacturers and drivers or their agents or representatives is prohibited other than by prior permission in writing from the Organisers.

22) NUMBERS OF CARS PARTICIPATING

22.1 The maximum number of cars invited and allowed to start each race and practice is limited to 30.

23) ELIGIBLE CARS

23.1 The Eligible Cars are defined in Art. 2 of the FIA Formula 3 World Cup Technical Regulations.

24) FUEL AND REFUELLING

24.1 It must be possible to take a 1.0kg sample of fuel from a car at any time during the Event, accordance with the following procedure.

All cars must be fitted with a self-sealing FIA-approved connector which can be used by the scrutineers to take a fuel sample from the tank. Competitors must also provide a fuel line approximately 1.5m long, with a tap, which can be used to transfer the samples into the sampling vessels.

24.2 Only the controlled fuel as supplied at the Event by the FIA-appointed supplier may be used throughout the Event. The fuel specification will be advised to competitors in advance. Any alteration to the specification of the fuel as supplied by the FIA-appointed supplier may result in disqualification from the Event.

24.3 **Apart from free practice**, no refuelling is permitted during **any session** or prior to the completion of post qualifying or race scrutineering. Refuelling in the Competitors' **garages** is only permitted using equipment complying with FIA safety regulations.

The driver may remain in his car throughout refuelling but the engine must be stopped.

During all refuelling or fuel handling operations:

- a) The relevant personnel must be wearing outer garments which are in compliance with either FIA Standard 8867-2016 or FIA Standard 8856-2000.
- b) An assistant equipped with a suitable fire extinguisher of appropriate capacity must be present and must be wearing outer garments which are in compliance with either FIA Standard 8867-2016 or FIA Standard 8856-2000.
- c) All cars, refuelling equipment and containers must be suitably grounded where necessary.
- d) Any powered pumping system used to transfer fuel must be operated by a non-latching switch or be turned off automatically if the operator leaves.

Fuel may not be added to nor removed from a car at any time during a race.

24.4 Fuel samples will be taken during the Event as follows:

- a) During every Event a reference sample will be taken at random from the stock of the designated fuel supplier. Gas and fuel-tight locking containers will be used for the fuel samples. Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:
 - One container to the scrutineers for testing.

- One container to the FIA.
 - One container to the fuel supplier.
- b) At any time during an Event the technical delegate may take a fuel sample from any car. Gas and fuel-tight locking containers will be used for the fuel samples. Three samples will be placed into labelled containers, they will then be sealed and delivered as follows:
- One container to the scrutineers for testing.
 - One container to the FIA.
 - One container to the competitor.

25) PIT ENTRY, PIT LANE AND PIT EXIT

25.1 The section of track between the first safety car line and the beginning of the pit lane will be designated the “pit entry”.

25.2 The section of track between the end of the pit lane and the second safety car line will be designated the “pit exit”.

25.3 The pit lane will be divided into two lanes, the lane closest to the pit wall will be designated the “fast lane” and the lane closest to the garages will be designated the “inner lane”.

Other than when cars are at the end of the pit lane under Articles 38.2 and 42, the inner lane is the only area where any work can be carried out on a car. However, no work may be carried out in the fast lane if it is likely to hinder other cars attempting to leave the pit lane.

25.4 Unless a car is pushed from the grid at any time during the start procedure, cars may only be driven from the teams designated garage area to the end of the pit lane.

25.5 With the exception of reconnaissance laps permitted by Article 38.1, any driver that is required to start the race from the pit lane may not drive the car from his teams designated garage area until the pit lane exit is closed before the scheduled start of the formation lap and must stop in a line in the fast lane.

Under these circumstances working in the fast lane will be permitted, but any such work is restricted to:

- a) Starting the engine and any directly related preparation.
- b) The fitting or removal of permitted cooling and heating devices.
- c) Changes made for driver comfort.
- d) Changing damaged wheels and tyres and/or change tyre specification.

When cars are permitted to leave the pit lane they must do so in the order that was established under Article 36 unless another car is unduly delayed. At all times drivers must follow the directions of the marshals.

25.6 Other than drying, sweeping of any tyre rubber left when cars leave their pit stop position, competitors may not attempt to enhance the grip of the surface in the pit lane unless a problem has been clearly identified and a solution agreed to by the FIA safety delegate or the FIA Technical Delegate.

25.7 Competitors must not paint lines on any part of the pit lane or otherwise mark their position with tape or similar means.

25.8 Other than in Article 25.5 above no equipment may be left in the fast lane. A car may enter or remain in the fast lane only with the driver sitting in the car behind the steering wheel in his normal position even when the car is being pushed.

25.9 Team personnel are only allowed in the pit lane immediately before they are required to work on a car and must withdraw as soon as possible afterwards.

All team personnel carrying out any work on a car during all pit stops while the engine is running must be wearing helmets which meet or exceed the requirements of ECE 22.05 – European motorcycle road helmet, DOT – USA motorcycle road helmet or JIS T8133-2015, class 2 –JPN protective helmets for motor vehicle users. The use of appropriate eye protection is compulsory.

- 25.10** a) It is the responsibility of the competitor to release his car from his garage or pit stop position only when it is safe to do so.
- b) If a car is deemed to have been released in an unsafe condition during any practice session, the stewards may drop the driver such number of grid positions as they consider appropriate.
- c) If a car is deemed to have been released in an unsafe condition during a race, which is then able to resume, the driver concerned will receive a penalty under Article 15.3 d).
- d) An additional penalty will be imposed on any driver who, in the opinion of the stewards, continues to drive a car knowing it to have been released in an unsafe condition. In all of the above cases, a car will be deemed to have been released either when it has been driven out of its designated garage area (when leaving from the garage) or after it has completely cleared its pit stop position following a pit stop.
- e) Leaving the pit lane and rejoining the track must be done without endangering or hindering other participants.
- 25.11** Starting an engine with an external device will be considered working on the car, consequently this will not be permitted in the fast lane of the pits.
- 25.12** 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. 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.
- 25.13** All pit road garage doors must remain open during all F3 practice and qualifying sessions.
- 25.14** Under exceptional circumstances the race director may ask for the pit entry to be closed during the race for safety reasons. At such times drivers may only enter the pit lane in order for essential and entirely evident repairs to be carried out to the car.

26) SPORTING CHECKS

- 26.1** During initial scrutineering, and at any time during the event, each competitor must have available all documents required by Article 4.1.
- 26.2** Unless a waiver is granted by the stewards, competitors who do not keep to time limits will not be allowed to take part in the Event.

27) SCRUTINEERING

- 27.1** a) Initial scrutineering of the car will take place in the garage assigned to each competitor.
- b) In order that scrutineers have the required access, all pit lane garage doors must be left open during every Formula 3 practice and qualifying session.
- 27.2** Race numbers and any official advertising must be on the car for inspection during scrutineering and competitors must therefore comply with the requirements of Articles 20 and 50.
- 27.3** No car may take part in the Event until it has been approved by the scrutineers.
- 27.4** The scrutineers may:
- a) Check the eligibility of a car or of a competitor at any time during the Event.
- b) Require a car to be dismantled by the competitor to make sure that the conditions of eligibility or conformity are fully satisfied.
- c) Require a competitor to pay the reasonable expenses which exercise of the powers mentioned in this Article may entail.

- d) Require a competitor to supply them with such parts or samples as they may deem necessary.
- 27.5 Any car which, after being passed by the scrutineers, is dismantled or modified in a way which might affect its safety or call into question its eligibility, or which is involved in an accident with similar consequences, must be re-presented for scrutineering approval.
- 27.6 The race director or clerk of the course may require that any car involved in an accident be stopped and checked.
- 27.7 After each race and all qualifying practice sessions at least five classified cars will be selected and must undergo complete scrutineering. All other cars will be held under parc fermé conditions in the teams' designated garage area until released by the technical delegate.
- 27.8 Checks and scrutineering shall be carried out by duly appointed officials who shall be responsible for the operation of the Parc Fermé and who alone are authorised to give instructions to the competitors.
- 27.9 The Stewards will publish the findings of the scrutineers each time cars are checked during the Event. These results will not include any specific figure except when a car is found to be in breach of the Technical Regulations.
- 27.10 All competitors must declare the use of radios and their frequencies to the organizers and seek the necessary permissions and permits prior to their use. Any infringements may result in the confiscation of such equipment for the duration of the Event.

28) TYRES AND PLANK LIMITATION DURING THE EVENT

- 28.1 a) Only the tyres as supplied by the manufacturer appointed by the Organiser may be used. Any modification or treatment including cutting, grooving, the application of water, solvents or softeners, the use of heat retaining (and/or cooling) devices or pre- heating/cooling is prohibited. This applies to both wet-weather and dry-weather tyres.

The only acceptable variation from the standard tyre specification is shaving of the shoulders as and when considered necessary by the technicians of the tyre supplier, and when all such work is carried out by the supplier.
- b) The same driver may not use more than a total of seven front and seven rear dry- weather tyres and three sets of wet-weather tyres throughout the entire duration of the Event.
- c) With the exception of the races, wet-weather tyres may only be used after the track has been declared wet by the race director, following which wet or dry weather tyres may be used for the remainder of the relevant session.

28.2 Testing of tyres

- a) From the time at which each Competitor receives fitted tyres from the appointed tyre supplier at or before a Competition these may not be used on any rig, simulator or vehicle, other than the Formula 3 car for which they were intended.
 - b) Tyres supplied to any Competitor at any time may not be used on any rig or vehicle (other than a Formula 3 car), either Competitor owned or rented, providing measurements of forces and/or moments, tyre rolling resistance, or aerodynamic drag. Furthermore, no measurements may be taken of any tyre characteristics, either through contact or contactless instruments or electronic instrumentation other than those specified for temperature and pressure measurement specified in the regulations.
 - c) Tyres may be used on a test rig providing forces control and monitoring by Formula 3-wheel rim manufacturers for the sole purpose of proof testing their products.
- 28.3 Distribution of tyres to all competitors shall be carried out under the supervision of the FIA F3 technical delegate. Once distributed the tyres must always be visible inside the FIA F3 paddock during the Event. In a case of force majeure, the stewards may alter this programme.
 - 28.4 Before initial scrutineering, the FIA F3 technical delegate will allocate dry and wet-weather tyres to each car.

- 28.5** A secure area for the storage of tyres during the Event will be located in the paddock area. Tyres allocated for use at an Event must be stored in this area as specified by the FIA F3 technical delegate at the start of the Event. Competitors are not permitted to access to this secure storage area during the above specified times without the consent of the FIA F3 technical delegate.

Wheels removed from a car during qualifying practice or a race will be deemed to be in parc fermé and, unless the same wheels are used for a second time during the same qualifying practice or race, no work on the wheels is permitted (with the exception of pressure checks conducted by the team immediately after the wheels have been removed from the car). Under these circumstances tyre pressures may not be adjusted after such a pressure check.

With the exception of the wheels fitted to the car at the end of the qualifying practice or race, it is the responsibility of each team to take the wheels removed from their cars during the qualifying practice or race to the parc fermé as soon as possible after the qualifying practice or race (where they will remain until the cars are released).

- 28.6** On the sidewall of each tyre an appropriate identification will be applied.
- 28.7** A competitor wishing to replace an already allocated unused tyre with another identical unused one must present both tyres to the FIA F3 technical delegate.
- 28.8** The use of tyres without appropriate identification is strictly forbidden.
- 28.9** During all practice sessions and races only allocated tyres are allowed in the pits
- 28.10** During all practice sessions, all allocated tyres must be clearly visible to scrutineers in the pit lane.
- 28.11** If, in the opinion of the tyre technicians and FIA F3 appointed officials, the nominated tyre specification proves to be technically unsuitable, the stewards may authorise the use of additional tyres to a different specification or a change of tyres during a race to be made compulsory.
- 28.12** The tyre manufacturer will be entitled to deem any tyre unsafe for use at any time during an Event, under such circumstances the FIA F3 technical delegate will be informed.
- 28.13** If the formation lap is started behind the safety car because of heavy rain or the race resumed the use of wet-weather tyres until the safety car returns to the pits is compulsory. A penalty will be imposed on any driver who does not use wet weather tyres whilst the safety car is on the track at such times.
- 28.14** The scrutineers appointed for marking will supervise tyre changes in the pits. Cars will not be stopped for tyre checking at pit exit.
- 28.15** Plank limitation

a) The number of planks (reference F31903A006 and F31903A007) a car may use during the Event is limited to two for each the front and rear part of the plank. The planks will be marked with a serial number.

Competitors have to declare the serial number of not previously used planks fitted to the car at least one hour prior the start of the session in writing to the FIA Technical Delegate.

It is the responsibility of the Competitor to ensure that only marked and declared planks are used during any Practice session or Race.

However, a registered plank may be replaced with a new plank if the Technical Delegate is satisfied that it has been genuinely damaged following an accident on the track.

b) Should a car exceed the above defined number of planks (front and/or rear part), it will be required to start from the back of the grid in the race, it uses the additional plank(s) for the first time or in the next race it participates in, following the practice session it uses the additional plank(s) for the first time.

No previously nominated front planks may be used again if the number of front planks is exceeded; the same applies to rear planks.

The stewards may apply additional penalties in case the number of planks is exceeded by more than one.

29) MINIMUM CAR WEIGHT AND WEIGHING

29.1 a) During each qualifying practice session cars will be weighed as follows:

- i) At the pit entrance the organiser will provide a flat horizontal surface measuring 6m x 3m, this area will be used for the weighing procedure. After qualifying practice the weight of the cars may also be checked in parc fermé.
 - ii) Cars will be selected at random to undergo the weighing procedure. The FIA technical delegate will inform the driver by means of a red light at the pit entrance that his car has been selected for weighing.
 - iii) Having been signalled (by means of a red light), that his car has been selected for weighing, the driver will proceed directly to the weighing area and stop his engine.
 - iv) The car will then be weighed and the result given to the driver in writing.
 - v) If the car is unable to reach the weighing area under its own power it will be placed under the exclusive control of the marshals who will take the car to be weighed.
 - vi) A car or driver may not leave the weighing area without the consent of the FIA technical delegate.
 - vii) If a car stops on the circuit and the driver leaves the car, he must go to the weighing area immediately on his return to the pits in order for his weight to be established.
- b) After the race each car crossing the Line may be weighed. If a driver wishes to leave his car before it is weighed, he must ask the technical delegate to weigh him in order that this weight may be added to that of the car. The technical delegate will then tell the driver his weight and, once the driver leaves parc fermé, this will be deemed implicit acceptance of the figure.
- c) The relevant car may be disqualified should its weight be less than that specified in Article 5.1 of the Technical Regulations when weighed under a) or b) above, save where the deficiency in weight results from the accidental loss of a component of the car.
- d) No solid, liquid, gas or other substance or matter of whatsoever nature may be added to, placed on, or removed from a car after it has been selected for weighing or has finished the post-race scrutineering or during the weighing procedure. (Except by a scrutineer when acting in his official capacity).
- e) Only scrutineers and officials may enter the weighing area. No intervention of any kind is allowed there unless authorized by such officials.

29.3 In the event of any breach of these provisions for the weighing of cars the stewards may drop the driver such number of grid positions as they consider appropriate or disqualify him from the race.

Should a competitor damage the weighing scales through negligence sufficiently to render them unusable for the remainder of the practice session, then their practice times from that session will be disallowed and the competitor will be liable to the cost of any necessary repairs.

30) GENERAL CAR AND PERSONNEL REQUIREMENTS

30.1 Accident data recording:

- a) Each car must be fitted with a FIA F3 accident data recorder during each Event and all official tests. Teams must use their best endeavours to ensure that the recorder is in working order at all times. The sole purpose of these units is to monitor and record data relevant to an accident or incident.
- b) At any time following an accident or incident competitors must make the data recorder available and accessible to the Promoter. A representative of

the team concerned may be present when data relevant to an accident or incident is being uploaded from the recorder. A copy of the data will be made available to the team.

- c) Any conclusions as to the cause of an accident, or any data relevant to an accident, may only be published in the form of a report which has been agreed between the Competitor concerned and the FIA.

30.2 All cars must be fitted with a car positioning system which has been manufactured by the FIA designated supplier to a specification determined by the FIA. No other parts which, in the opinion of the FIA are capable of performing a similar function, may be fitted to any car.

30.3 During the Event, no screen, cover or other obstruction which in any way obscures any part of a car will be allowed at any time in the paddock, garages, pit lane or grid, unless it is clear any such covers are needed solely for mechanical reasons which could, for example, include protecting against fire.

In addition to the above the following are specifically not permitted:

- a) Engine, gearbox or radiator covers whilst engines are being changed or moved around the garage.
- b) Covers over spare wings when they are on a stand in the pit lane not being used.
- c) Parts such as (but not limited to) spare floors, fuel rigs or tool trolleys may not be used as an obstruction.

The following are permitted:

- d) Covers which are placed over damaged cars or components.
- e) A transparent tool tray, no more than 50mm deep, placed on top of the rear wing.
- f) A rear wing cover designed specifically to protect a mechanic starting the car from fire.
- g) A cover over the car in the pit lane or grid if it is raining.

30.4 Driver adjustable bodywork:

a) The adjustable bodywork may only be activated by the driver in any of the pre-determined activation zones around each circuit. In conditions of poor visibility however the race director may, at his absolute discretion, disable all such systems until conditions improve.

b) For the sole purpose of improving overtaking opportunities during the race the adjustable bodywork may be activated by the driver after he has completed one lap after the race start or following a safety car period.

The adjustable bodywork will be enabled, and may only be used by the driver, if he is less than one second behind another at any of the pre-determined detection points around each circuit.

In conditions of poor visibility, or if yellow flags are being shown in the activation zone, the race director may, at his absolute discretion, disable all such systems until conditions improve or yellow flags are withdrawn.

The race director may adjust the above time proximity in order to ensure the stated purpose of the adjustable bodywork is met.

30.5 From the start of the Event until two hours after the start of the last race of the event no Competitor may have more than a total of 11 team personnel who are associated in any way with the operation of the cars within the confines of the circuit. For the avoidance of doubt Team Principals, unless they cover the same role of Team Managers, Formula 3 drivers and staff whose duties are solely and genuinely connected with sponsors, marketing, public relations and security are not considered operational personnel.

A list of all operational, exempt and single race personnel must be submitted to the promoter prior to each Event using the official template that may be found in the Appendix 3 to these Sporting Regulations.

31) SPARE CARS

- 31.1** Spare cars are not permitted. However any part of the car (including the survival cell) may be changed at any time during the Event.

After initial scrutineering the survival cell may only be changed with the agreement of the FIA technical delegate. Any replacement survival cell must be presented to the technical delegate for inspection. Following the change, the car must then be re-presented for scrutineering.

- 31.2** The decision whether a car has been repaired or changed will be taken by the stewards of the meeting, based upon a report by the FIA technical delegate.
- 31.3** Any car which has passed initial scrutineering may not be removed from the confines of the circuit during the remainder of the Event.

32) GENERAL SAFETY

- 32.1** Official instructions will be given to drivers by means of the signals laid out in the Code. Competitors must not use flags similar in any way whatsoever to these.

- 32.2** Drivers are strictly forbidden to drive their car in the opposite direction to the race unless this is absolutely necessary in order to move the car from a dangerous position. A car may only be pushed to remove it from a dangerous position as directed by the marshals.

- 32.3** Any driver intending to leave the track or to go to his pit or the paddock area must signal his intention to do so in good time making sure that he can do this without danger.

- 32.4** a) During practice, qualifying and the race, drivers may use only the track and must at all times observe the provisions of the Code relating to driving behaviour on circuits.
- b) Other than by driving on the track, competitors are not permitted to attempt to alter the grip of any part of the track surface.

- 32.5** a) If a car stops on the track it shall be the duty of the marshals to remove it as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If any mechanical assistance results in the car re-joining the stewards may drop the driver such number of grid positions as they consider appropriate if the incident occurs during a practice session or qualifying or disqualify him from the race (other than under Article 32.14(d) or 42.3.

- b) A driver who abandons his car must leave it in neutral or with the clutch disengaged and with the steering wheel in place.

- 32.6** Repairs to a car may be carried out only in the allocated pit garage, the paddock, pits and on the grid.

Competitors must ensure that when not in use, their cars remain in the garage or paddock space specifically allocated to them by the organiser for the particular car, and that any work on or repairs to the vehicle is also carried out in the allocated garage or paddock space only. Breach of this requirement may result in disqualification.

- 32.7** The organiser must make two fire extinguishers of 5kg capacity available at each pit and ensure that they work properly.

- 32.8** Save as provided in Article 38.3, refuelling is allowed only in the pits. The driver may remain in his car throughout refuelling but the engine must be stopped.

- 32.9** Refuelling is not permitted during qualifying, **qualifying race** or the race.

- 32.10** The replenishment of any liquids is forbidden following the start of the race until after post-race scrutineering. All orifices for oil filling must be designed in such a way that the scrutineers can seal them.

- 32.11** Save as specifically authorised by the Code or these Sporting Regulations, no one except the driver may touch a stopped car unless it is in the paddock, the teams designated garage area, the pit lane or on the starting grid.

- 32.12** At no time may a car be reversed in the pit lane pit

- 32.13** At no time may a car be driven unnecessarily slowly, erratically or in a manner which could be

deemed potentially dangerous to other drivers or any other person. This will apply whether any such car is being driven on the track, the pit entry, the pit lane or the pit exit.

- 32.14** During the periods commencing 15 minutes prior to and ending 5 minutes after every practice session and the periods between the commencement of the formation lap which immediately precedes each race and the time when the last car enters the Parc Fermé, no one is allowed on the track, the pit entry or the pit exit with the exception of:
- a) Marshals or other authorised personnel in the execution of their duty.
 - b) Drivers when driving or on foot, having first received permission to do so from a marshal.
 - c) Team personnel when either pushing a car or clearing equipment from the grid after all cars able to do so have left the grid on the formation lap.
 - d) Team personnel when assisting marshals to remove a car from the grid after the start of the race.
- 32.15** During a race, the engine may only be started with the starter except:
- a) In the pit lane or the teams designated garage area where the use of an external starting device is allowed, or
 - b) Under Article 38.12 (c).
- 32.16** Competitors must ensure that their personal equipment (crash helmets, HANS and flame-resistant clothing) complies with the provisions of the relevant chapters of Appendix L of the Code. It is the responsibility of all competitors to acquaint themselves fully with these requirements and any changes that may be made to them by the FIA.
- 32.17** Drivers taking part in practice sessions and the races, or making their way from pre-grid to pit lane or track, must always wear the clothes and helmet specified in the Code. All drivers must use FIA 8860-2018-ABP Helmets.
- 32.18** A speed limit of 60km/h will be enforced in the pit lane. Except in the race, any driver who exceeds the limit will be fined €100 (hundred Euros) for each km/h above the limit. During the race, the stewards or race director may impose either of the penalties under Article 15.3 a) b) c) or d) on any driver who exceeds the limit.
- 32.19** If a car has serious mechanical difficulties during a practice session or the race the driver must leave the track as soon as it is safe to do so.
- 32.20** The car's rear lights must be illuminated at all times whenever they are running on wet- weather tyres or when otherwise requested by the race director. It shall be at the discretion of the race director to decide if a driver should be stopped because his rear light is not working. Should a car be stopped in this way it may re-join when the fault has been remedied.
- 32.21** Only three team members per participating car (all of whom shall be wearing pit wall identification) are allowed on the pit wall during practice sessions and the races.
- People under 16 years of age are not allowed in the pit lane with the exception of drivers and working team staff.
- 32.22** Animals, except those which may have been expressly authorised by the Organisers for use by security services, are forbidden in the pit area and on the track and in any spectator area.
- 32.23** The race director, the clerk of the course or the FIA medical delegate can require a driver to have a medical examination at any time during an Event, this medical examination may include an anti-doping test (ISC – Appendix L, Chapter II, Article 4).
- 32.24** All team and technical personnel must wear long trousers in the pit lane during all practice sessions and the races.
- 32.25** All drivers and all team members which are reported for speeding on the streets used for the racing circuit, when these streets are open to normal traffic, will be brought before the stewards for their consideration.
- 32.26** Failure to comply with the general safety requirements of the Code or these Sporting Regulations may result in the disqualification of the car and driver concerned from the Event.

33) PRACTICE SESSIONS

- 33.1 Save when these Sporting Regulations require otherwise, pit lane and track discipline and safety measures will be the same for all practice sessions as for the race.
- 33.2 No driver may start in the race without taking part in a practice session.
- 33.3 During all practice sessions there will be a green and a red light at the end of the pit lane. Cars may only leave the pit lane when the green light is on. Additionally, a blue flag or a flashing blue light will be shown at the pit exit to warn drivers leaving the pit lane if cars are approaching on the track.
- 33.4 On each of the first two days of the Event, there will be one free practice session of 40 minutes and one qualifying practice session of 40 minutes, these being separated by at least three hours. The FIA reserves the right to split qualifying practice into sessions if it deems necessary.
- 33.5 If a car stops during a practice session it must be removed from the track as quickly as possible so that its presence does not constitute a danger or hinder other competitors. If the driver is unable to drive the car from a dangerous position, it shall be the duty of the marshals to assist him.
- 33.6 In the event of a driving infringement during any practice session, the stewards may delete a driver's lap time (or times), drop the driver such number of grid positions as they consider appropriate or request the driver to start the following race from the pit lane. Unless it is completely clear that a driver committed a driving infringement, any such incident will normally be investigated after the relevant session. Where appropriate, regard will also be given to the provisions of Articles 15 and 17.1.
- 33.7 The **race director** may interrupt a practice session as often and for as long as he thinks necessary to clear the track or to allow the removal of a car. In the case of free practice only, or an interruption during the last **four** minutes of a qualifying session, the **race director** with the agreement of the stewards may decline to prolong the **session** after an interruption of this kind. Any driver taking part in **free practice and/or qualifying** who, in the opinion of the stewards, stops unnecessarily on the circuit or unnecessarily impedes another driver shall be subject to the penalties referred to in Article 33.6.
- 33.8 Should one or more sessions be thus interrupted, no protest can be accepted as to the possible effects of the interruption on the qualification of drivers admitted to start.
- 33.9 All laps covered during qualifying practice will be timed to determine the driver's position at the start in accordance with Article 36.
- 33.10 From the beginning of the Practice & Qualifying Sessions, all cars must be in front of their garages until the conclusion of the session. Only after the approval of the Technical Delegate has been given cars may be returned to the inside of their respective garages.

34) STOPPING THE PRACTICE

- 34.1 Should it become necessary to stop a practice session because the circuit is blocked by an accident or because weather or other conditions make it dangerous to continue, the clerk of the course shall order a red flag and the abort lights to be shown at the Line. Simultaneously, red flags will be shown at all marshal posts. When the signal is given to stop, all cars shall immediately reduce speed and proceed slowly back to their respective pits, and all cars abandoned on the track will be removed to a safe place.

At the end of each practice session no driver may cross the Line more than once.

35) PRESS CONFERENCES

- 35.1 After final qualifying on Friday, all the drivers are required to make themselves available to attend a press conference in the media center. This will take place 15 minutes after the end of the second qualifying practice session.

Six drivers will be chosen during the Event and must make themselves available if required to the media for a period of one hour on the Saturday commencing at a time indicated in the Supplementary Regulations.

36) THE GRID

36.1 At the end of the last qualifying practice, the fastest time achieved by each driver will be officially published.

36.2 The grid for the first race will be drawn up in the order of the fastest qualifying time achieved by each driver and will be published two hours before the start of the formation lap. ~~Any competitor who is unable to start for any reason whatsoever must inform the stewards at the earliest opportunity and in any case, no later than one hour and fifteen minutes before the start of the formation lap.~~

If one or more cars are withdrawn, the starting grid will be closed up accordingly and the final starting grid confirmed 30 minutes before the start of the formation lap. Should two or more drivers have identical times, priority will be given to the one who set it first.

The classification of the first race will determine the grid positions for the second race. Any cars failing to complete a lap will be arranged at the back of the grid in their first race grid order.

36.3 Any driver whose best qualifying lap exceeds 107% of the pole position time will not be allowed to take part in the race. Under exceptional circumstances however, which may include setting a suitable lap time in a previous free practice session, upon request the stewards may permit the car to start the race.

Any driver accepted in this manner will be placed at the back of the starting grid after any other penalties have been applied.

Should there be more than one driver accepted in this manner, their order will be determined by the stewards. In either case, a team will not be able to appeal against the stewards' decision.

36.4 The provisional starting grids for each race will be published no less than two hours before the start of the formation lap. Any competitor whose car(s) is (are) unable to start for any reason whatsoever (or who has good reason to believe that their car(s) will not be ready to start) must inform the clerk of the course accordingly at the earliest opportunity and, in any case, no later than one hour and fifteen minutes before the start of the formation lap.

If one or more cars are withdrawn the grid will be closed up accordingly. The final starting grid will be confirmed one hour before the start of the formation lap.

Should a competitor use a replacement engine after the grid is published he will be put on the back of the grid and the starting grid will not be revised (the grid position will stay open).

36.5 The grid will be in a staggered 1 x 1 formation and the rows on the grid will be separated by 7.2 metres.

36.6 Any car which has not taken up its position on the grid by the time the five minutes signal is shown will not be permitted to do so and must start from the pits in accordance with Article 38.2.

37) MEETINGS

37.1 A meeting chaired by the race director will take place before the first practice session at a time and location to be advised, all drivers entered for the Event and their team managers must be present.

Should the race director consider another meeting necessary the competitors will be informed ~~no later than three hours after any session~~. All drivers and team managers must attend.

37.2 All drivers eligible to take part in the race must attend a photograph session wearing their racing apparel. Competitors will be notified of the time and location.

38) STARTING PROCEDURE

38.1 20 minutes before the start of the formation lap for Race 1 and 40 minutes before the start of the formation lap for Race 2 the pit exit will be opened and cars will be permitted to leave the pit lane to cover a reconnaissance lap. At the end of this lap they will stop on the grid in starting order with their engines stopped.

Should they wish to cover more than one reconnaissance lap, this must be done by driving down the pit lane at greatly reduced speed between each of the laps.

Any car, which does not complete a reconnaissance lap and is unable to reach the grid under its own power, will not be permitted to start the race from the grid.

- 38.2** 12 minutes before the start of the formation lap for Race 1 and 32 minutes before the start of the formation lap for Race 2 a warning signal announcing the closing of the pit exit in two minutes will be given.

10 minutes before the start of the formation lap for Race 1 and 30 minutes before the start of the formation lap for Race 2 the end of the pit lane will be closed and a second warning signal will be given.

Any car which is still in the pit lane can start from the end of the pit lane provided it got there under its own power. If more than one car is affected they must line up in the order in which they qualified. However, any car reaching the end of the pit lane after the five minute signal must start behind any car already at the pit exit.

All such cars may then join the race once the whole field has passed the end of the pit lane for the first time after the start.

- 38.3** Fuel may not be added to nor removed from a car on the grid.

- 38.4** The approach of the start will be announced by light signals shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the start of the formation lap, each of which will be accompanied by an audible warning.

When the ten minute signal is shown, everybody except drivers, officials and team technical staff must leave the grid.

- 38.5** When the three minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed in the pit lane, or on the grid during a race suspension.

A penalty under Article 15.3 d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal.

- 38.6** When the one minute signal is shown, engines should be started and all team personnel must leave the grid by the time the 15 second signal is given, taking all equipment with them. If any team personnel or team equipment remain on the grid after the 15 second signal has been shown, the driver of the car concerned must start the race from the pit lane as specified in Article 38.2. A penalty under Article 15.3 d) will be imposed on any driver who fails to start the race from the pit lane. If any driver needs assistance after the 15 second signal he must raise his arm and, when the remainder of the cars able to do so have left the grid, marshals will be instructed to push the car into the pit lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind.

- 38.7** When the green lights are illuminated, the cars will begin the formation lap with the pole position driver leading.

When leaving the grid, all drivers must respect the pit lane speed limit until they pass pole position.

Marshals will be instructed to push any car (or cars) which remain on the grid into the pit lane by the fastest route immediately after the cars able to do so have left the grid, the mechanics may then work on the car again. If successful the car may then start from the pit lane.

Any driver being pushed from the grid may not attempt to start the car and must follow the instructions of the marshals.

Once the last car able to do so has left the grid and passed the pit exit any cars required to start the race from the pit lane may also join the formation lap.

- 38.8** During the formation lap practice starts are forbidden and the formation must be kept as tight as possible.

- 38.9** Overtaking during the formation lap is only permitted if a car is delayed and cars behind cannot avoid passing it without unduly delaying the remainder of the field. In this case, drivers may only overtake to re-establish the original starting order. Any driver delayed in this way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and start from the end of the pit lane as specified in Article 38.2.

A penalty under Article 15.3 d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

- 38.10** When the cars come back to the grid at the end of the formation lap, they will stop within their respective grid positions, keeping their engines running.

All cars required to start the race from the pit lane, and who completed a formation lap, must enter the pit lane at the end of the lap and start from the end of the pit lane as specified in Article 38.2.

There will be a standing start, the signal being given by means of lights activated by the starter appointed by the clerk of the course.

Once all the cars have come to a halt the five second light will appear followed by the four, three, two and one second lights. At any time after the one second light appears, the race will be started by extinguishing all red lights.

- 38.11** During the start of a race the pit wall must be kept free of all persons with the exception of two people from each team and properly authorised officials and fire marshals all of whom shall have been issued with and shall be wearing the appropriate pass.

- 38.12** If, after returning to the starting grid at the end of the formation lap a problem arises, the following procedures shall apply:

- a) If a car develops a problem that could endanger the start the driver must immediately raise his hands above his head as far as possible and the marshal responsible for that row must immediately wave a yellow flag.

If the race director decides the start should be aborted, the green lights will be illuminated two seconds after the abort lights are switched on, a board saying "EXTRA FORMATION LAP" will be displayed and all cars able to do so must complete a further formation lap whilst the car which developed the problem is moved into the pit lane.

When leaving the grid to complete the extra formation lap all drivers must respect the pit lane speed limit until they pass pole position.

The team may then attempt to rectify the problem and, if successful, the car may then start from the end of the pit lane. Should there be more than one car involved their starting order from the pit lane will be determined by the order in which they reached the end of the pit lane.

Every time this happens the race will be shortened by one lap.

- b) If another problem arises, which does not necessitate a delay to the start (see c) below), the drivers will be asked to carry out an extra formation lap as set out in a) above. Any driver who caused the start to be aborted and is then able to start the formation lap must enter the pit lane at the end of the lap and start the race as specified in Article 38.2. A penalty under Article 15.3 (d) will be imposed on any driver who fails to start from the pit lane.

- c) If any other type of problem arises and the race director decides the start should be delayed the following procedure shall apply:

- i) If the race has not been started, the abort lights will be switched on, a board saying "DELAYED START" will be displayed, all engines will be stopped and the new formation lap will start five minutes later with the race distance reduced by one lap. The next signal will be the three minute signal.

Tyre changing on the grid is not permitted during such a delay.

Every time this happens the race will be shortened by one lap.

- ii) If the race has been started the marshals alongside the grid will wave their yellow flags to inform the drivers that a car is stationary on the grid.
- iii) If, after the start, a car is immobilised on the starting grid, it shall be the duty of the marshals to push it into the pit lane by the fastest route. Any driver being pushed from the grid may not attempt to start the car.
- iv) Once the car is in the pit lane his mechanics may attempt to start it, if successful the driver may rejoin the race. The driver and mechanics must follow the instructions of the track marshals at all times during such procedure.

- 38.13** Should Article 38.12 apply, the race will nevertheless count towards the Formula 3 World Cup no matter how often the procedure is repeated, or how much the race is shortened as a result.
- 38.14** No refuelling will be allowed on the grid if more than one start procedure proves necessary under Article 38.12.
- 38.15** Either of the penalties under Article 15.3 a), b), c) or d) will be imposed on any driver who is judged to have:
- a) Moved before the start signal is given, ~~such judgement being made by an FIA approved and supplied transponder fitted to each car, or;~~
 - b) Positioned his car on the starting grid in such a way that the transponder is unable to detect the moment at which the car first moved from its grid position after the start signal is given.
 - c) Any part of the contact patch of its front tyres outside of the lines (front ~~and sides~~) at the time of the Start signal.
- 38.16** Only in the following cases will any variation in the start procedure be allowed:
- a) If it starts to rain after the five minute signal but before the race is started and, in the opinion of the **Race Director** teams should be given the opportunity to change tyres, the abort lights will be shown on the Line and the starting procedure will begin again at the ten minute point.
 - b) If the start of the race is imminent and in the opinion of the **Race Director**, the volume of water on the track is such that it cannot be negotiated safely even on wet- weather tyres, the abort lights will be shown on the Line and information concerning the likely delay will be displayed on the timing monitors. Once the start time is known at least ten minutes warning will be given.
 - c) If the race is started behind the safety car, Article **40.16** will apply.
- 38.17** The stewards may use any video or electronic means to assist them in reaching a decision. The stewards may overrule judges of fact. A breach of the provisions of the Code or these Sporting Regulations relating to the starting procedure, may result in the disqualification of the car and driver concerned from the Event.

39) THE RACE

~~39.1 Team orders which interfere with a race result are prohibited.~~

39.2 During the race, drivers leaving the pit lane may only do so when the light at the end of the pit lane is green and on their own responsibility. A marshal with a blue flag, and/or a flashing blue light, will also warn the driver if cars are approaching on the track.

40) SAFETY CAR

40.1 The FIA approved safety car will be driven by an FIA-approved driver. It will carry an FIA approved observer capable of recognising all the competing cars, who is in permanent radio contact with race control.

40.2 30 minutes before the start of the formation lap the safety car will take up position at the front of the grid and remain there until the five minute signal is given. At this point (except under **Article 40.16** below) it will cover a whole lap of the circuit and take up position.

40.3 The safety car may be brought into operation to neutralize a race upon the order of the clerk of the course.

It will be used only if competitors or officials are in immediate physical danger on or near the track, but the circumstances are not such as to necessitate suspending the race.

40.4 When the order is given to deploy the safety car, all marshals' posts will display waved yellow flags and "SC" boards for the duration of the intervention.

40.5 No car may be driven unnecessarily slowly, erratically or in a manner which is deemed potentially dangerous to other drivers or any other person at any time whilst the safety car is deployed. This will apply whether any such car is being driven on the track, the pit entry or the

pit lane.

40.6 The safety car will join the track with its orange lights illuminated and will do so regardless of where the race leader is.

40.7 All competing cars must then reduce speed and form up in line behind the safety car no more than ten car lengths apart. In order to ensure that drivers reduce speed sufficiently, from the time at which all Competitors have been sent the "SAFETY CAR DEPLOYED" message via the official messaging system until the time that each car crosses the first safety car line for the second time, drivers must stay above the minimum time set by the ECU at least once in each marshalling sector and at both the first and second safety car lines (a marshalling sector is defined as the section of track between each of the FIA light panels).

The stewards may impose either of the penalties under Article 15.3a), b), c) or d) on any driver who fails to stay above the minimum time as required by the above.

40.8 With the exception of the cases listed under a) to h) below, no driver may overtake another car on the track, including the safety car, until he passes the Line for the first time when the safety car is returning to the pits. However, if the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, Article 40.15 will apply.

The exceptions are:

- a) If a driver is signalled to do so from the safety car.
- b) Under 40.16 below.
- c) When entering the pits a driver may pass another car remaining on the track, including the safety car, after he has reached the first safety car line.
- d) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
- e) When the safety car is returning to the pits it may be overtaken by cars on the track once it has reached the first safety car line.
- f) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
- g) Any car stopping in its designated garage area whilst the safety car is using the pit lane (see 40.11 below) may be overtaken.
- h) If any car slows with an obvious problem.

40.9 When ordered to do so by the **Race Director**, the observer in the car will use a green light to signal to any cars between it and the race leader that they should pass. These cars will continue at reduced speed and without overtaking until they reach the line of cars behind the safety car.

40.10 Except under 40.12 below, the safety car shall be used at least until the leader is behind it and all remaining cars are lined up behind him.

Once behind the safety car, the race leader must keep within ten car lengths of it (except under 40.13 below) and all remaining cars must keep the formation as tight as possible.

40.11 Under certain circumstances the clerk of the course may ask the safety car to use the pit lane. In these cases, and provided its orange lights remain illuminated, all cars must follow it into the pit lane without overtaking. Any car entering the pit lane under these circumstances may stop at its designated garage area.

40.12 If the **Race Director** considers it safe to do so, and the message "LAPPED CARS MAY NOW OVERTAKE" has been sent to all Competitors via the official messaging system, any cars that have been lapped by the leader will be required to pass the cars on the lead lap and the safety car. This will only apply to cars that were lapped at the time they crossed the Line at the end of the lap during which they crossed the first Safety Car line for the second time after the safety car was deployed.

Having overtaken the cars on the lead lap and the safety car these cars should then proceed around the track at an appropriate speed, without overtaking, and make every effort to take up position at the back of the line of cars behind the safety car. Whilst they are overtaking, and in order to ensure this may be carried out safely, the cars on the lead lap must always stay on the

racing line unless deviating from it is unavoidable. Unless the clerk of the course considers the presence of the safety car is still necessary, once the last lapped car has passed the leader the safety car will return to the pits at the end of the following lap.

If the **Race Director** considers track conditions are unsuitable for overtaking the message "OVERTAKING WILL NOT BE PERMITTED" will be sent to all Competitors via the official messaging system.

- 40.13** When the **Race Director** decides it is safe to call in the safety car, it must extinguish its orange lights, this will be the signal to the drivers that it will be entering the pit lane at the end of that lap.

At this point the first car in line behind the safety car may dictate the pace and, if necessary, fall more than ten car lengths behind it.

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 or any other manoeuvre which is likely to endanger other drivers or impede the restart.

As the safety car is approaching the pit entry the "SC" boards will be withdrawn and, other than on the last lap of the race, as the leader approaches the Line the yellow flags will be withdrawn and a green flag will be displayed at the Line.

- 40.14** Each lap completed while the safety car is deployed will be counted as a race lap.
- 40.15** If the safety car is still deployed at the beginning of the last lap, or is deployed during the last lap, it will enter the pits at the end of the lap and the cars will take the chequered flag as normal without overtaking.
- 40.16** Under certain circumstances the race may be started behind the safety car or resumed in accordance with Article 43.5 a). In either case, at the ten minute signal its orange lights will be illuminated, this being the signal to the drivers that the race will be started (or resumed) behind the safety car. At the same time a message confirming this will be displayed on the timing monitors.

When the green lights are illuminated the safety car will leave the grid and all drivers must follow in grid order, no more than ten car lengths apart, and must respect the pit lane speed limit until they pass pole position. During a race start there will be no formation lap and the race will start when the green lights are illuminated.

Overtaking is only permitted if:

- a) A car is delayed when leaving the grid and cars behind cannot avoid passing it without unduly delaying the remainder of the field, or
- b) There is more than one car starting from the pit lane and one of them is unduly delayed.

In either case drivers may only overtake to re-establish the original starting order or the order the cars at the pit exit were in when the race was started.

Any driver delayed in either way, and who is unable to re-establish the original starting order before he reaches the first safety car line, must enter the pit lane and may only join the race once the whole field has passed the end of the pit lane.

A penalty under Article 15.3 d) will be imposed on any driver who fails to enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

41) VIRTUAL SAFETY CAR (VSC)

- 41.1** The VSC procedure may be initiated to neutralise a practice session or a race upon the order of the clerk of the course.
- 41.2** It will normally be used when double waved yellow flags are needed on any section of track and competitors or officials may be in danger, but the circumstances are not such as to warrant use of the safety car itself.
- 41.3** When the order is given to initiate the VSC procedure a message "VSC DEPLOYED" will be sent to all teams via the official messaging system and the FIA light panels will display "VSC".

No car may be driven unnecessarily slowly, erratically or in a manner which could be deemed potentially dangerous to other drivers or any other person at any time whilst the VSC procedure is in use. This will apply whether any such car is being driven on the track, the pit entry or the pit lane.

- 41.4** When initiated during a race, no car may enter the pits whilst the VSC procedure is in use unless it is for the purpose of changing damaged tyres or a change of climatic conditions necessitates the use of a different specification of tyre, or repairing a genuine accident damage.
- 41.5** All competing cars must reduce speed and stay above the minimum time set by the ECU at least once in each marshalling sector and at both the first and second safety car lines (a marshalling sector is defined as the section of track between each of the FIA light panels).
All cars must also be above this minimum time when the FIA light panels change to green (see Article 41.9 below).
When initiated during a race, the stewards may impose either of the penalties under Article 15.3a), b), c) or d) on any driver who, in their view, failed to comply as required by the above.
- 41.6** When initiated during a race, the stewards may impose a penalty on any driver who, in their view, failed to comply as required by the above.
- 41.7** With the exception of the cases listed under a) to d) below, no driver may overtake another car on the track whilst the VSC procedure is in use.
- 41.8** The exceptions are:
- a) When entering the pits a driver may pass another car remaining on the track after he has reached the first safety car line.
 - b) When leaving the pits a driver may overtake, or be overtaken by, another car on the track before he reaches the second safety car line.
 - c) Whilst in the pit entry, pit lane or pit exit a driver may overtake another car which is also in one of these three areas.
 - d) If any car slows with an obvious problem.
- 41.9** When the Race Director decides it is safe to end the VSC procedure the message "VSC ENDING" will be sent to all teams via the official messaging system and, at any time between 10 and 15 seconds later, "VSC" on the FIA light panels will change to green, and drivers may continue the session or continue racing immediately. After 30 seconds the green lights will be extinguished.
- 41.10** Each lap completed whilst the VSC procedure is in use during a race will be counted as a race lap.

42) SUSPENDING A RACE

- 42.1** If competitors or officials are placed in immediate physical danger by cars running on the track and the clerk of the course deems circumstances are such that the track cannot be negotiated safely, even behind the safety car, the race will be suspended.

Should it become necessary to suspend the race, the clerk of the course will order red flags to be shown at all marshal posts and the abort lights to be shown at the Line.

- 42.2** When the signal is given overtaking is forbidden, the pit exit will be closed and all cars must proceed slowly into the pit lane. The first car to arrive in the pit lane should proceed directly to the pit exit staying in the fast lane, all the other cars should form up in a line behind the first car.
- 42.3** Any cars unable to return to the pit lane as a result of the track being blocked will be brought back when the track is cleared and will be arranged in the order they occupied before the race was suspended.

Additionally, any cars in the pit lane or pit entry at the time the race was suspended will be arranged in the order they occupied before the race was suspended.

In all cases the order will be taken at the last point at which it was possible to determine the position of all cars. All such cars will then be permitted to resume the race.

The safety car will then be driven to the front of the line of cars in the fast lane.

42.4 Whilst the race is suspended:

- a) Neither the race nor the timekeeping system will stop.
- b) Cars may be worked on once they have stopped in the fast lane but any such work is restricted to that listed in i) to x) below and must not impede the resumption of the race.
 - i) Starting the engine and any directly associated preparation.
 - ii) The fitting or removal of permitted cooling and heating devices.
 - iii) Changes to the air ducts around the front and rear brakes.
 - iv) Changes to the radiator ducts.
 - v) Changes made for driver comfort.
 - vi) Changing damaged wheels and tyres or a change of climatic conditions necessitates the use of a different specification of tyre.
 - vii) Repair of genuine accident damage, including the replacement of assemblies containing such damaged parts.
 - viii) The aerodynamic set up of the front and rear wing may be adjusted using the existing parts. No parts may be added, removed or replaced.
 - ix) Connecting laptops to the car for the purpose of downloading data
 - x) Checking and adjusting tyre pressures
- c) Only team members and officials will be permitted in the pit lane.

42.5 Unless asked to do so by officials, cars may not be moved from the fast lane whilst the race is suspended. Any driver whose car is moved from the fast lane to any other part of the pit lane will be arranged at the back of the line of cars in the fast lane in the order they got there. Any such cars will be permitted to leave the pit lane when the race is resumed but must re-enter the pit lane when the safety car returns and may join the race once the last car has passed the pit exit after the re-start.

At all times drivers must follow the directions of the marshals.

43) RESUMING A RACE

43.1 The delay will be kept as short as possible and as soon as a resumption time is known teams will be informed via the timing monitors, in all cases at least ten minutes warning will be given.

If the race is being resumed in wet conditions and the Race Director deems more than one lap necessary, in which case the use of wet-weather tyres as specified under Article 28.12 is compulsory. If this is the case, at the ten (10) minute signal the orange lights of the safety car will be illuminated. At the same time this will be confirmed to all Competitors using the official messaging system.

43.2 Signals will be shown ten minutes, five minutes, three minutes, one minute and fifteen seconds before the resumption and each of these will be accompanied by an audible warning.

43.3 When the three minute signal is shown all cars must have their wheels fitted, after this signal wheels may only be removed if the car has been moved out of the fast lane or during a further race suspension. All cars in the fast lane must have their wheels fitted at the three minute signal.

A penalty under Article 15.3(d) will be imposed on any driver whose car did not have all its wheels fully fitted at the three minute signal or has any of its wheels changed before it leaves the pit lane after the race has been resumed.

At the three minute point, any cars between the safety car and the leader, in addition to any cars that had been lapped by the leader at the time the race was suspended will be allowed to leave the pit lane and complete a further lap, without overtaking and join the line of cars behind the safety car which left the pit lane when the race was resumed.

43.4 When the one-minute signal is shown, engines should be started and all team personnel must

leave the fast lane by the time the 15-second signal is given taking all equipment with them.

If any team personnel are touching a car or team equipment is connected to a car **in the pitlane** after the fifteen (15) second signal has been shown the driver of the car concerned must **resume** the race from the pit lane as specified in Article 38.2. A penalty in accordance with Article 15.3d) will be imposed on any driver who fails to start the race from the pit lane.

If any driver needs assistance after the 15-second signal he must raise his arm and, when the remainder of the cars able to do so have left the pit lane, marshals will be instructed to push the car into the slow lane. In this case, marshals with yellow flags will stand beside any car (or cars) concerned to warn drivers behind. Drivers may leave the fast lane in order to pass any car unable to leave the pit lane.

43.5 The race will be resumed behind the safety car when the green lights are illuminated and leaves the pitlane. The safety car will enter the pits after one lap unless :

- a) The race is being resumed in wet conditions and the race director deems more than one lap necessary.
- b) All cars are not yet in a line behind the safety car.
- c) A further incident occurs necessitating another intervention.

When the green lights are illuminated the safety car will leave the pit lane and all drivers must follow, no more than ten car lengths apart.

43.6 Overtaking behind the safety car is only permitted in the following cases :

a) Drivers may leave the fast lane in order to overtake any car delayed when leaving its position in the fast lane.

b) Any driver who is delayed when leaving his position in the fast lane may overtake to re-establish his original starting position provided he does so before he crosses the first safety car line. Should he fail to do so he must re-enter the pit lane and may only re-join the race once the whole field has passed the pit exit.

A penalty under Article 15.3(d) will be imposed on any driver who fails to re-enter the pit lane if he has not re-established the original starting order before he reaches the first safety car line.

c) Any driver whose car has been pushed from the fast lane, may not overtake in order to re-establish the order before the race was suspended.

43.7 Either of the penalties under Article 15.3(c) or (d) will be imposed on any driver who, in the opinion of the stewards, unnecessarily overtook another car during the lap.

During this lap Articles **40.12**, 40.13, 40.14 and 40.15 will apply.

43.8 If the race cannot be resumed the results will be taken at the end of the penultimate lap before the lap during which the signal to suspend the race was given.

44) FINISH

44.1 The end-of-race signal will be given at the Line as soon as the leading car has covered the full race distance in accordance with Article 5.3.

44.2 Should for any reason the end-of-race signal be given before the leading car completes the scheduled number of laps, the race will be deemed to have finished when the leading car last crossed the Line before the signal was given. Should the end-of-race signal be delayed for any reason, the race will be deemed to have finished when it should have finished.

44.3 After receiving the end-of-race signal all cars must proceed on the circuit directly to the Parc Fermé without any unnecessary delay **without overtaking (unless clearly necessary)** without receiving any object whatsoever and without any assistance (except that of the marshals, if necessary).

Any classified car which cannot reach the Parc Fermé under its own power will be placed under

the exclusive control of the marshals who will take the car to the Parc Fermé.

45) PARC FERMÉ

- 45.1 Only those officials charged with supervision may enter the Parc Fermé. No intervention of any kind is allowed there unless authorised by such officials.
- 45.2 When the Parc Fermé is in use, Parc Fermé regulations will apply in the area between the Line and the Parc Fermé entrance.
- 45.3 The Parc Fermé shall be sufficiently large and secure that no unauthorised persons can gain access to it. Parc fermé is situated behind garage 1 for cars selected by the duly appointed officials and in car's allocated garage or at a location determined by the race director or the stewards for the reminder cars. Car may be sealed during this period.

46) CLASSIFICATION

- 46.1 The overall winner will be the car, which completes Race 2 in the shortest time.
- 46.2 Should it not be possible to run Race 2 for any reason, the overall winner will be the car, which completed Race 1 in the shortest time.
- 46.3 Cars having covered less than 90% of the number of laps covered by the winner (rounded down to the nearest whole number of laps), will not be classified.
- 46.4 The official classification will be published after the races. It will be the only valid result subject to any amendments, which may be made under the Code and these Sporting Regulations.

47) PODIUM CEREMONY

- 47.1 The drivers finishing the race in 1st, 2nd or 3rd positions in both races must attend the prize-giving ceremony on the podium and abide by the podium procedure as directed by the Organisers and immediately thereafter make themselves available for a period of 90 minutes for the purpose of television interviews and the press conference in the media centre situated on the first floor of the pit building.

48) AWARDS

- 48.1 Trophies will be awarded to the first three finishers in the **qualifying** race and first ten finishers in the 70th Macau Grand Prix (irrespective of class if classes are introduced).

The FIA Formula 3 World Cup 2023 will be awarded to the winner of the 70th Macau Grand Prix and the Manufacturers Trophy to the manufacturer of the engine supplier of the winning car.

The sum of US\$500 (five hundred US Dollars) to every starter and furthermore a prize scale as follows:

Qualifying Race:

1st	1500 US Dollars
2nd	1000 US Dollars
3rd	750 US Dollars

The 70th Macau Grand Prix:

(In the event that the Grand Prix is unable to take place, the following awards will be attributed to replace the awards gained from the **Qualifying Race**)

1st	12000 US Dollars
2nd	10000 US Dollars
3rd	8000 US Dollars
4th	6000 US Dollars
5th	4000 US Dollars
6th	3000 US Dollars
7th	2000 US Dollars
8th	1500 US Dollars
9th	1250 US Dollars
10th	1000 US Dollars

Race One pole position	:	1000 US Dollars
Fastest lap in each race	:	500 US Dollars
Speed Trap Award in each race	:	500 US Dollars
Team Prize	:	A trophy to the winning team

49) PRIZE GIVING

- 49.1** The first, second and third driver in the Macau Grand Prix must attend the Prize Giving. If requested to do so, the winner of the FIA Formula 3 World Cup must attend the annual FIA prize giving ceremony.

50) ADVERTISING AND RIGHTS

- 50.1** All advertising on/in cars, drivers and teams must comply with the legal requirements of the country in which the race is taking place and comply with any national restrictions required in order to permit the host broadcaster to transmit the event. If required by the Organisers, all cars must have the official sticker on the dashboard, visible to a forward facing camera. These restrictions preclude the use of any content or website of cigarette, pornography, betting, gambling and the word 'Casino' and casino-related logos etc. The sponsors name and type of operation must be noted on the entry form. Any advertising on cars not complying with the legal requirements/regulations may result in a decision by the Organiser for disqualification of the car and driver concerned from the event.

The decision for the positioning of this sticker rests solely with the Organisers. Any other in-car advertising, including on the driver's helmet and overalls, will only be allowed at the discretion of the Organisers. In the event of a dispute, the final decision rests with the Organisers.

All competitors give the right to the Organisers to fit an on-board camera to any car provided that this meets the requirements of the technical delegate. All cars must provide space for the organisers stickers to be attached representing the tyre and fuel suppliers and Organisers sponsors (see Appendix 2). Any conflicting tyre company identification must be removed.

In accordance with Article 21.1 the official logos of the Event must not be used by a team or a driver unless prior permission has been given by the organisers. These logos include the outline of the Guia Circuit.

- 50.2** All audio/visual rights are in accordance with the FIA regulations and trademarks and copyrights relating the Event are the property of the respective Event Organiser's.

No in-car cameras may be fitted other than those required by the Organisers. This applies also to cameras attached in any way to the car or the driver, or the drivers equipment and no visual receiving device is permitted other than those provided by the organisation.

- 50.3** All cars must have the starting numbers fitted as supplied by the organisers and without modification unless agreed by the organisers. No additional material or advertising may be added to the start number panels. The outer sides of the front wing end plates and rear wing end plates must be left completely clear for the Organisers.

- 50.4** The identification of the official tyre supplier must be displayed on both sides of the car plus forward facing as provided and required by the organisers. Any identification of a conflicting tyre company to the appointed official tyre company must be removed.

- 50.5** The 'Macau' identification must be fitted to the barge boards.

APPENDIX 1

INFORMATION REQUIRED UNDER ARTICLE 9.2

PART A.

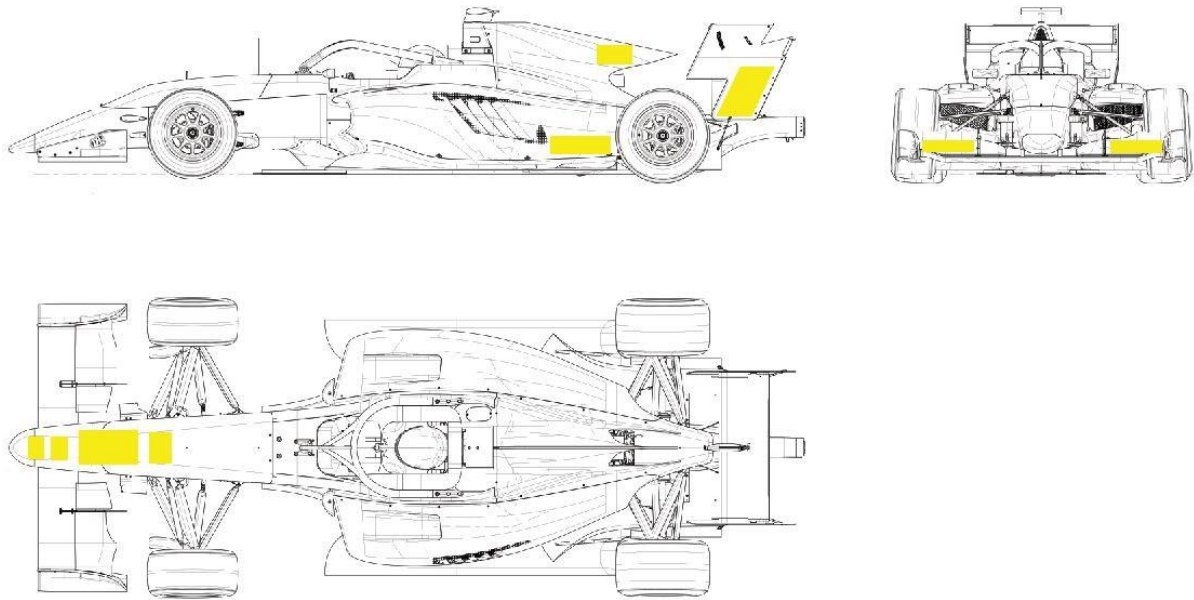
1. NAME AND ADDRESS OF THE NATIONAL SPORTING AUTHORITY (ASN).
2. NAME AND ADDRESS OF THE ORGANISER.
3. DATE AND PLACE OF THE EVENT.
4. START TIME OF THE RACE.
5. ADDRESS AND TELEPHONE, FAX AND TELEX NUMBERS TO WHICH ENQUIRIES CAN BE ADDRESSED.
6. DETAILS OF THE CIRCUIT, WHICH MUST INCLUDE:
 - LOCATION AND HOW TO GAIN ACCESS.
 - LENGTH OF ONE LAP.
 - NUMBER OF LAPS FOR RACE.
 - DIRECTION (CLOCKWISE OR ANTI-CLOCKWISE).
 - LOCATION OF END OF THE PIT LANE IN RELATION TO LINE.
7. PRECISE LOCATION AT THE CIRCUIT OF:
 - STEWARDS' OFFICE.
 - RACE DIRECTOR'S OFFICE.
 - FIA OFFICE.
 - PARC FERMÉ.
 - DRIVERS' AND COMPETITORS' BRIEFING.
 - OFFICIAL NOTICE BOARD.
 - WINNER'S PRESS CONFERENCE.
8. LIST OF ANY TROPHIES AND SPECIAL AWARDS.
9. THE NAMES OF THE FOLLOWING OFFICIALS OF THE EVENT APPOINTED BY THE ASN:
 - STEWARD OF THE MEETING.
 - CLERK OF THE COURSE.
 - SECRETARY OF THE MEETING.
 - CHIEF NATIONAL SCRUTINEER.
 - CHIEF NATIONAL MEDICAL OFFICER.

PART B.

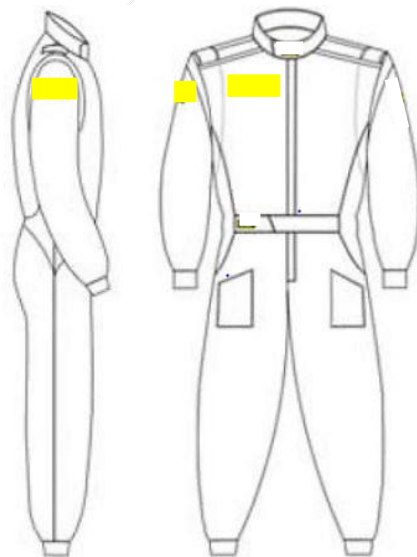
1. FIA STEWARD(S) OF THE MEETING.
2. RACE DIRECTOR.
3. TECHNICAL DELEGATE.
AND, IF APPROPRIATE:
4. SAFETY DELEGATE.
5. PERMANENT STARTER.
6. MEDICAL DELEGATE.
7. PRESS DELEGATE.
8. AN FIA COORDINATOR
9. AN FIA OBSERVER.
10. A DRIVER ADVISOR
11. A SAFETY CAR DRIVER.
10. A MEDICAL CAR DRIVER.

APPENDIX 2 – RESERVED AREAS

CAR



DRIVER OVERALL



APPENDIX 3

Team Operational Staff Declaration Template (V2)

in accordance with article 30.5 of the F3 Sporting Regulations

Team:			Event:	
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Section 1 : 11 Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Manager
2			1	
3			1	
4			1	
5			1	
6			1	
7			1	
8			1	
9			1	
10			1	
11			1	

TOTAL **11**

Section 2 : Non-Operational staff

N°	Name	Position in organisation	Count	Notes
1			1	Team Principal
2			1	Driver
3			1	Driver
4			1	Driver
5			1	Driver Guest
6			1	Driver Guest
7			1	Driver Guest

For the avoidance of doubt it must be clear that except for drivers, Non-Operational staff in order to be considered as such should not be associated or attending:

- any mechanical operation of the cars
- any engineering operation of the cars
- any conversation with Race Director and Officials
- any sporting and technical meetings
- the summoning of drivers to the stewards