



2021 BARCELONA EVENT

6 to 9 May 2021

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	06 May 2021
		Time	14:26

Title Event Notes

Description Event Notes V1 pdf

Enclosed 2021 Barcelona Event Notes v1.pdf

Bob Kettleboro

The FIA Formula 3 Race Director

2021 BARCELONA F3 - EVENT

6 to 9 May 2021

From	The FIA Formula 2 Race Director	Document	3
To	FIA Formula 2 Teams and Officials / The Stewards	Date	6 May 2021
		Time	14:25

EVENT NOTES

General Instructions

1) 2021 F3 Sporting Regulations.

2) Pit lane map.

- 2.1 Safety Car lines.
- 2.2 The location of the pit entry and the pit exit.
- 2.3 Designated garage areas.
- 2.4 Safety Car position for first lap and rest of race.
- 2.5 Blue flag marshal at the pit exit.
- 2.6 Track light panels displaying pit entry status (panel 16 & 17).

3) Pirelli Event Preview.

- 3.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

4) Drivers' Meeting.

- 4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17.00 and 17.30 hours.

5) Track light panels.

- 5.1 The FIA track light panels have been installed in the positions shown on the circuit map. In accordance with Appendix H to the ISC the light signals have the same meaning as flag signals.

6) Track light panel displaying pit entry status.

- 6.1 The light panel indicated on the pit lane map will display a flashing yellow arrow if cars are required to use the pit lane once the Safety Car has been deployed during the race.
- 6.2 The light panel indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

7) Drivers leaving their pit stop position in the pit lane.

- 7.1 For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 7.2 It is not permitted to do burn outs or clutch bite points checks in the paddock, garage areas and in the pit lane at any time during the Event.
- 7.3 For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible. They must not drive side by side with another car.
- 7.4 For reasons of safety and sporting equity, drivers must not drive through another team's pit bay after being released from their pit stop position.

8) Head and Eye Protection during reconnaissance laps.

- 8.1 For safety reasons, all team personnel carrying out any work on a car during the time the pit lane is open for reconnaissance laps prior to the race start must comply with the head and eye protection defined in Article 28.10 of the 2021 F3 Sporting Regulations.

9) Observing yellow flags during free practice and qualifying.

- 9.1 Double waved: Any driver passing through a double waved yellow marshalling sector must reduce speed significantly and be prepared to change direction or stop. In order for the stewards to be satisfied that any such driver has complied with these requirements it must be clear that he has not attempted to set a meaningful lap time, for practical purposes this means the driver should abandon the lap (this does not necessarily mean he has to pit as the track could well be clear the following lap).
- 9.2 Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.

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

10) Lapping during the race.

- 10.1 The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the ability of marshals to identify situations that require blue flags.

As it was at the end of last season the system will be set to give a pre-warning when the faster car is within 3.0s of the car about to be lapped, this should be used by the team of the slower car to warn their driver he is soon going to be lapped and that allowing the faster car through should be considered a priority. When the faster car is within 1.2s of the car about to be lapped blue flags will be shown to the slower car (in addition to blue light panels, blue cockpit lights and a message on the timing monitors) and the driver must allow the following driver to overtake at the first available opportunity. It should be noted that the aim of using F1MS is ensure consistent application of the rules, additional instructions may also be given by race control when necessary.

Event Specific Instructions

11) Changes to the circuit.

- 11.1 The Yellow combination bumps at the apex of Turn 8 have been extended towards the exit of Turn 7 by approximately 20m.
- 11.2 The Apex kerb at Turn 9 has been removed and replaced with a kerb of the same specification.

12) Formula 1.

- 12.1 F1 Teams have been asked to keep their barriers no more than 2 meters from the garages during all support race practice sessions and races.
- 12.2 F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

13) Practice starts.

- 13.1 Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit signalling wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. (See Photo 1)
Drivers must leave adequate room on their left for another driver to pass.
- 13.2 For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

14) Lines or bollards at the Pit Entry and Pit Exit.

- 14.1 In accordance with Chapter 4 (Section 5) of Appendix L to the ISC drivers must keep to the right of the solid white line at the pit exit when leaving the pits, no part of any car leaving the pit exit may cross this line.
The dotted white line across the pit exit is the track edge.
- 14.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 14.3 Except in the cases of force majeure (accepted as such by the Stewards), the crossing by any part of the car, in any direction, of the red and white painted area, between the pit entry and the track, by a driver who, in the opinion of the Stewards, had committed to entering the pit lane is prohibited.

15) Track Limits.

15.1 Track Limits Turn 1 and 2 Run Off Area .

- a) Each time any car fails to negotiate Turn 2 by using the track, and who passes either over one of the speed bumps across the run-off area or between them, must then re-join the track by driving to the left of the two bollards located before the entry to Turn 3 (See Photo 2 and 3)
- b) A lap time achieved during practice session or the race by leaving the track and failing to negotiate Turn 2 by using the track, will result in that lap time being invalidated by the Stewards.

15.2 General – Turn 1 and 2 Run Off Areas

- a) Each time any car fails to negotiate Turn 2 by using the track as described above, teams will be informed via the official messaging system.
- b) On the second occasion of a driver failing to negotiate Turn 2 by using the track during the race, he will be shown the black and white flag, any further cutting will then be reported to the Stewards.

c) In all cases detailed above, the driver must only re-join the when it is safe to do so and without gaining any lasting advantage.

d) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each such case will be judge individually.

16) Fire extinguishers around the circuit.

16.1 Indicated by small orange boards with a red letter 'F' and a fire extinguisher sign.

17) Places to remove cars from the track.

17.1 Indicated by fluorescent orange panels on the barriers.

17.2 Should a car stop on the track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

18) Removing cars from the grid.

18.1 Through two gates in the pit wall, the first is located adjacent to grid position 2 and the second adjacent to grid position 17.

19) Car number light panels for the start.

19.1 On the right-hand side of the grid.

20) VSC Test.

20.1 A VSC test will take place to give all new drivers to the championship experience of the VSC System, **all cars are required to be on track at 5 minutes into the session, (this is a mandatory)**. Any team that fails to comply with these requirements will be reported to the Stewards.

21) Formation Lap.

21.1 Throughout the formation lap drivers, should keep the formation as tight as possible to avoid any delays when arriving on the grid.

22) End of practice procedure.

22.1 After taking the chequered flag, all cars should continue to the F1 pit lane, turn right just before the race control building and continue SLOWLY on the service road to the paddock. Drivers should stop their cars on the service road at the paddock entrance and switch of the engine.

23) End of qualifying procedure.

23.1 After taking the chequered flag, all cars should continue to the F1 pit lane, turn right just before the race control building into the Parc Fermé as directed by the marshals.

24) Post-race procedures.

24.1 After taking the chequered flag, all cars should continue to the F1 pit lane, the first three cars stop at the race control building for the podium presentation, all other cars turn right into Parc Fermé as directed by the marshals.

25) Any other business.



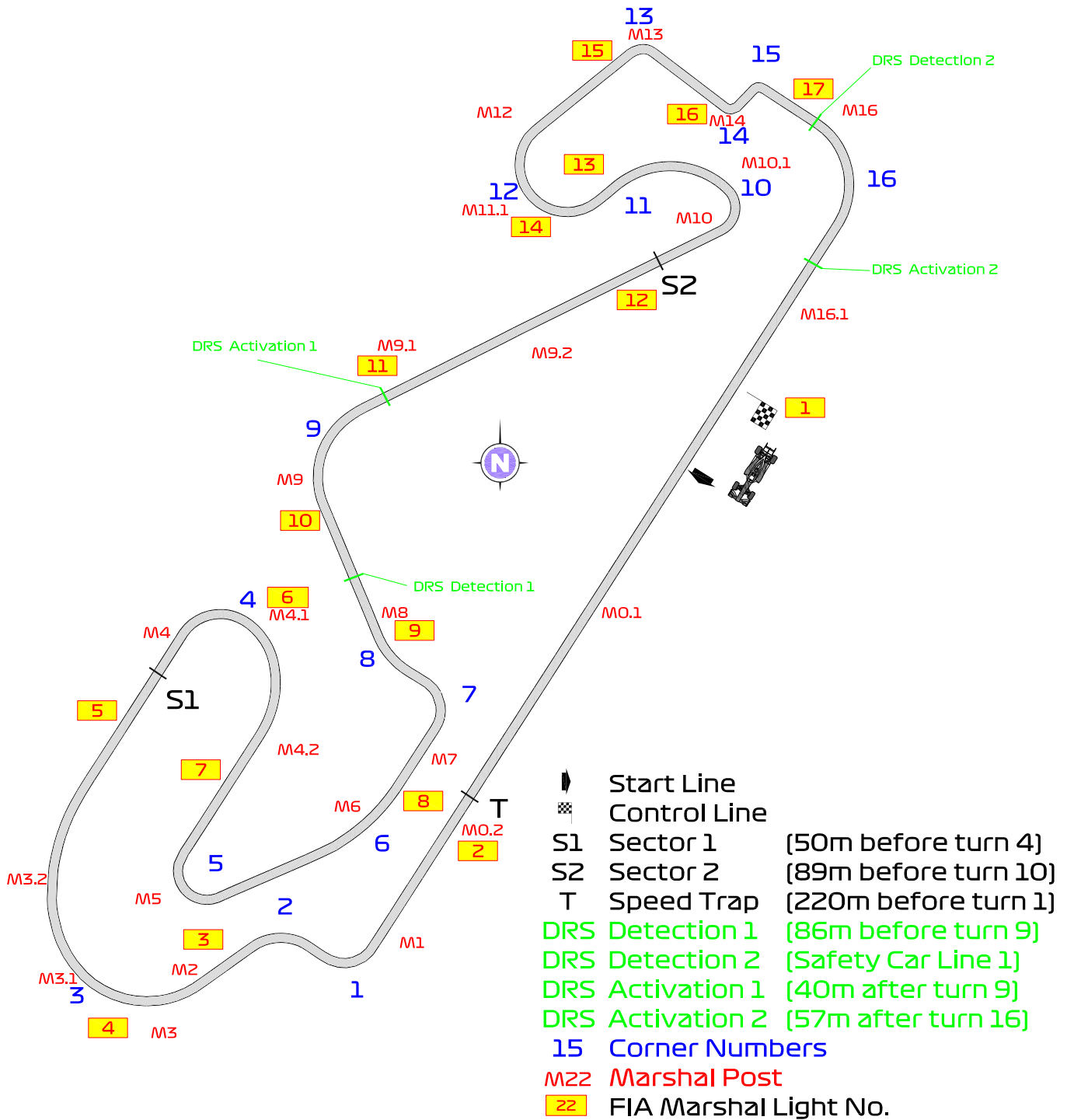
Bob Kettleboro
Race Director
FIA F3 Championship



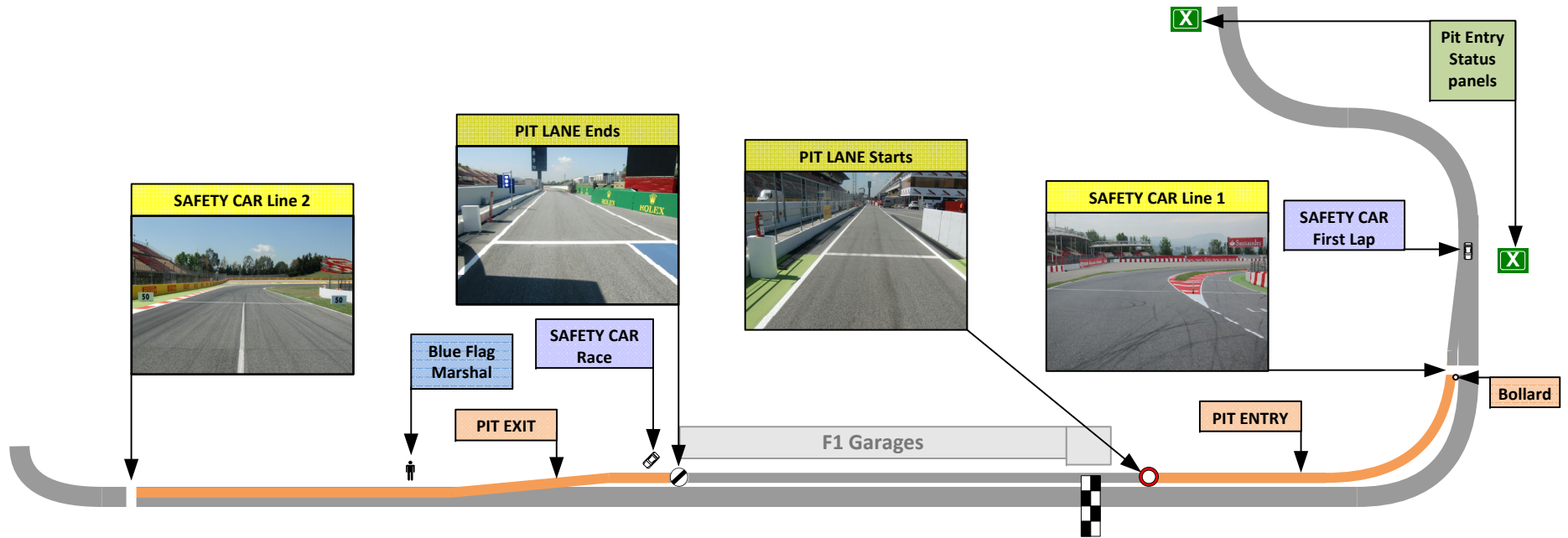
FIA Formula 1 World Championship™

FORMULA 1 ARAMCO GRAN PREMIO DE ESPAÑA 2021 - Barcelona

Circuit Map



Circuit Centreline Length = 4.675km



48	47	46	45	44	43	42	41	40	39	38	37	36	35	34	33	32	31	30	29	28	27	26	25	24	23	22	21	20	19	18	17	16	15	14	13	12	11	10	9	8	7	6	5	4	3	2	1	0					
Formula 1	Williams	Williams	Williams	Williams	Haas	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Ferrari	Ferrari	Ferrari	Ferrari	Alpine	Alpine	Alpine	Alpine	Walkway	Aston Martin	Aston Martin	Aston Martin	Aston Martin	McLaren	McLaren	McLaren	McLaren	McLaren	Red Bull	Red Bull	Red Bull	Red Bull	Ferrari	Mercedes	Mercedes	Mercedes	Mercedes	Mercedes	FIA	FIA	FIA	FIA	Formula 1				
	Trident			Hitech				ART				Prema				Charouz				MP		HWA				Campos		Carlin			Jenzer		Designated Garage Areas																				
FAST LANE																										FAST LANE																											
																										Pole Position		Team Personnel (Race Start ONLY)																									





Grand Prix of Spain 07-09/05/21 (21F3R01BCN)

Compound	FL	FR	RL	RR
Hard	PN2	PN2	PN3	PN3
Wet	PB7	PB8	PN0	PN1

Carryover
Not Applicable.

Minimum and Recommended Hot Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	14.0	13.0
Wet	14.0	13.0

	FE recommended hot pressure (psi)		RE recommended hot pressure (psi)	
	20.0		20.0	
FP / Q	FE Camber Limit			RE Camber Limit
	-4.75°			-3°
RACE				
	Hard	Avg wear @15 Laps	Avg wear @15 Laps	
		20 %	37 %	

GENERAL NOTES
Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event: <ul style="list-style-type: none"> - Minimum tyre pressure - Static Camber - Tyre allocation and Tyre swapping

Tyre Notes

- Not permitted to switch tyres from their allocated position.
- Do not subject tyres to large deformation or impact.
- Revised prescriptions could be issued at any time during the weekend in accordance with the FIA F3 Sporting Regulations.
- Tyre pressure will be monitored in accordance with procedure outlined in the team FTP area.

- Teams are informed that status of Carryover requirement from this event is to be confirmed.
- All mounted Wet tyres will be carried over to the next scheduled event.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.



SPORTING INFORMATION No: 2020-F2/02

To: All 2020 FIA Formula 2 Championship Competitors
From: Michael Masi, FIA Single Seater Department
Copy: FIA Secretary General – Sport; FIA Formula 2 Promoter
Date: 26 June 2020
Re: Art 28 & Art 37, 2020 FIA Formula 2 Sporting Regulations

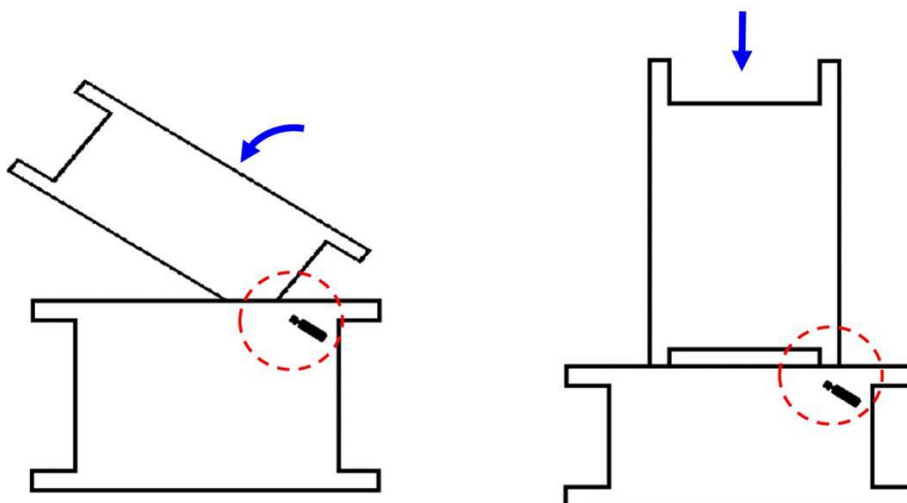
Following various discussions regarding the Pit Stop Regulations for the 2020 FIA Formula 2 Championship, we hereby provide the clarification below:

Stacking of tyres on top of each other in the pitlane

Tyres may be stacked flat on top of each other in the pitlane. Skateboards or similar devices are not considered to be tyre trolleys and are therefore forbidden.



To avoid damage to the valves, it is forbidden to stack tyres as shown below:





During each Pit Stop in Race 1 and Race 2, the following restrictions will apply:

Tyre handling during consecutive pit stops in short time for two cars

It is permitted to have both sets of tyres prepared in close proximity to the pit stop position. To cater for limited space in the pitlane, two tyres may be stacked flat on top of each other.

Stands for tyres during Pit Stop

It is not permitted to use stands or similar devices for tyres during a Pit Stop. Tyres must lay flat on the ground at all times (unless a second tyre is stacked flat on top, as defined above).

Tyres coming off the car during Pit Stop

Tyres coming off the car during Pit Stops must be placed flat on the ground. Tyres rocking on their position are still considered in line with the above requirements provided they are always in a stable condition and do not change their position.

Lifting jacks handling during a Pit Stop

The lifting jacks need to be secured at all times during a Pit Stop. A lifting jack can be taken over from one mechanic to another during a Pit Stop if it remains secured at all times.

General safety

For safety reasons, mechanics running around the car or jumping over the car will be reported to the Stewards.

We trust the above provides suitable clarity, however should you have any further queries please do not hesitate to contact Claire Dubbelman or Robert Maas.

Regards,

A handwritten signature in black ink, appearing to read 'M Masi'.

Michael Masi
FIA Single Seater Department



2021 BARCELONA F3 - EVENT 6 to 9 May 2021

Paddock Departure and Return – Trolley and Race Cars

Both team trolleys and race cars (pushed) will join the service road from the F3 paddock and continue to the holding area to the left of the Race Control Building.

Please leave the paddock in F1 pit lane order:

- | | |
|--------------------------|-----------------------|
| 1) Trident | 6) MP Motorsport |
| 2) Hitech Grand Prix | 7) HWA RACELAB |
| 3) ART Grand Prix | 8) Campos Racing |
| 4) PREMA Racing | 9) Carlin |
| 5) Charouz Racing System | 10) Jenzer Motorsport |

Trolleys and Cars must not block the service road, as this route is required for by emergency vehicles.

Immediately following the trolleys, cars may be pushed out in the same direction. **Please co-operate with each other and keep the pit lane order so that cars to be pushed the furthest are not the last to enter the pit lane.**

Prior to opening of the pit lane access gate, trolleys and cars will be assembled in line in the F3 parc fermé area in front of the Helipad. The pit gate will be opened as soon as marshals receive instruction from Race Control. There may be a 10-minute wait for this, following the end of a F1 track session.

Trolleys will proceed into the pit lane first, with cars being held back until teams are installed in their garage positions.

At the end of **Practice**, after taking the chequered flag all cars will complete the lap, return to the pit lane and, without stopping, turn right through the gate before the race control building and continue slowly on the service road back to the paddock.

The first car must stop at the paddock entry all other cars must form a line behind the first car, engines must be stopped. The teams will then push the cars into the paddock.

Any cars stationery in the pit lane at the end of the session must be pushed via the pit entry gate back to the paddock.

At the end of all track sessions trolleys should move to the EXIT at the far end of the pit lane and follow the roadway back to the paddock.

At the end of **Qualifying and Races**, parc fermé conditions in the specified FIA scrutineering area, will apply for all cars.

The use of scooters in the paddock, roadway and during the departure and return procedures to the pit lane is forbidden at all time during the Event.

Please refer to the Race Director's Event Notes for any additional procedure information.

Friday – Practice (10.05 – 10.50)

Trolleys ready to depart	09:30
Trolleys released to F1 pits	approx. 09.45
Race cars released to F1 pits	approx. 09.50

Friday – Qualifying (13.35 – 14:05)

Trolleys ready to depart	13:00
Trolleys released to F1 pits	approx. 13.15
Race cars released to F1 pits	approx. 13.20

Saturday – Race 1 (pit lane open 10:20)

Trolleys ready to depart	09.45
Trolleys released to F1 pits	approx. 10.00
Race cars released to F1 pits	approx. 10:05

Saturday – Race 2 (pit lane open 16.30)

Trolleys ready to depart	15.55
Trolleys released to F1 pits	approx. 16.10
Race cars released to F1 pits	approx. 16:15

Sunday – Race 3 (pit lane open 11.50)

Trolleys ready to depart	11.15
Trolleys released to F1 pits	approx. 11.30.
Race cars released to F1 pits	approx. 11.35

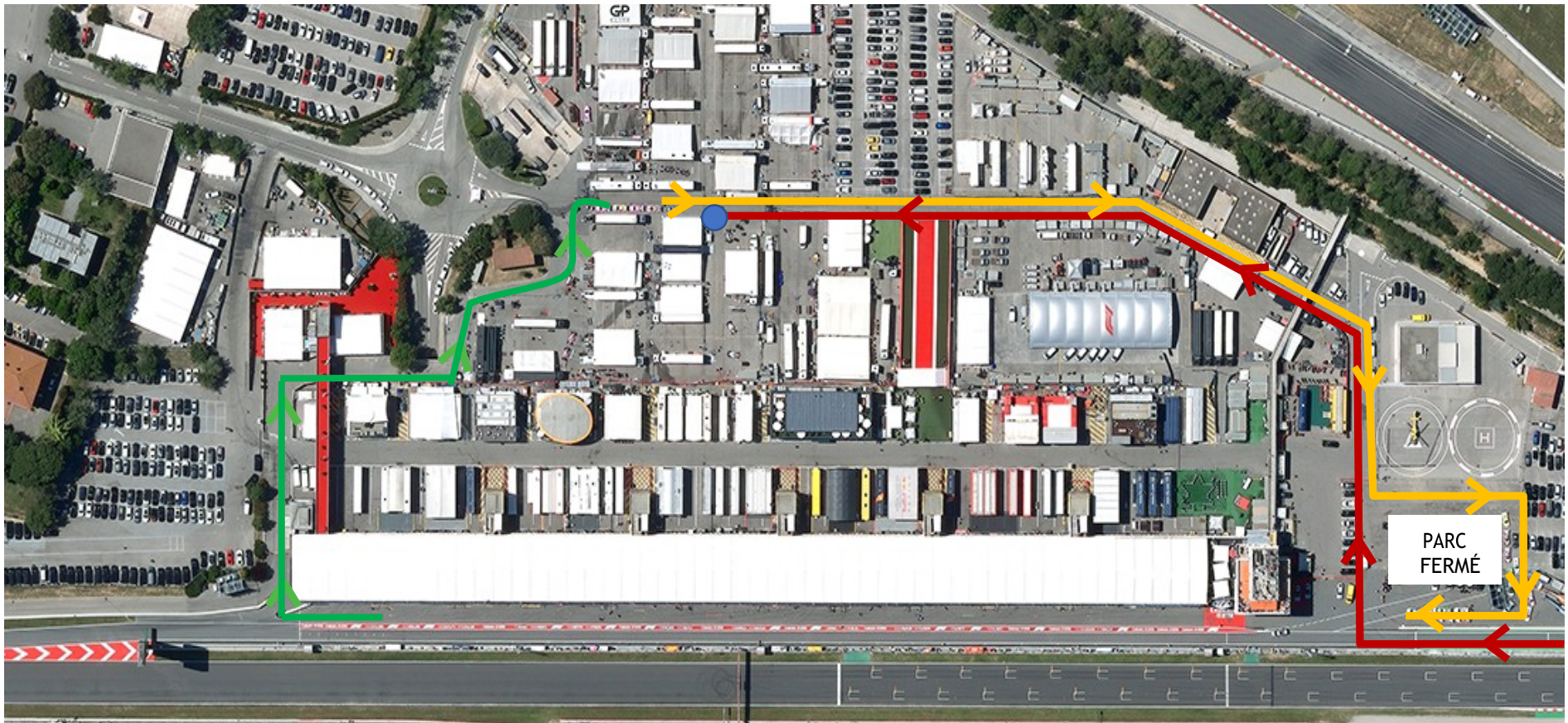


All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for the definition of social distance requirements.

For the avoidance of doubt this includes at all times during any movements to the pre-grid area and whilst transiting to and from Pit Lane before and after each session.

Team Members including Drivers must remain within their defined Groups during these times.

2021 F3 Paddock Departure and Return Routes



← Trolleys Exit Route

← Trolleys & Cars To Pit Lane

● Cars Stop Here After Practice.

← Cars Return After Practice