



2022 BUDAPEST EVENT

28 to 31 July 2022

From	The FIA Formula 3 Race Director	Document	2
To	All Teams, All Officials	Date	28 July 2022
		Time	15:00

Title 2022 F3 Budapest Event Notes v1
Description 2022 F3 Budapest Event Notes v1
Enclosed 2022 F3 Budapest Event Notes v1.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

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EVENT NOTES
General Instructions

- 1) Pit lane map.**
 - 1.1. Safety Car lines.
 - 1.2. The location of the pit entry and the pit exit.
 - 1.3. Designated garage areas.
 - 1.4. Safety Car position for first lap and rest of race.
 - 1.5. Blue flag marshal at the pit exit.
 - 1.6. Track light panels displaying pit entry status.
- 2) Pre & Post Session / Race Procedure from support paddock to F1 pit lane**
 - 2.1. For the transfer procedures from the support paddock to the F1 pitlane, prior to all sessions and races, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations, may be used.
 - 2.2. A detailed description and further information of this procedure (pit Lane order and timing) are described in the attached document – F3 Event Procedures.
- 3) Tyre Schedule**
 - 3.1. Refer to attached document – F3 Tyre Schedule.
- 4) Pirelli Event Preview**
 - 4.1. With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.
- 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 Limits**
 - 6.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 7) Start Lights**
 - 7.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.
- 8) Drivers leaving their pit stop position in the pit lane**
 - 8.1. 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.
 - 8.2. 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.
 - 8.3. For reasons of safety, any driver released from their pit stop position must move to the fast lane as quickly as possible, drivers must not drive side by side with another car.
 - 8.4. For reasons of safety and sporting equity, drivers must not drive through other team's pit bay after being released from their pit stop position.

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 any driver in a double yellow sector, will have that lap time deleted.
- 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.
- 9.3. 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

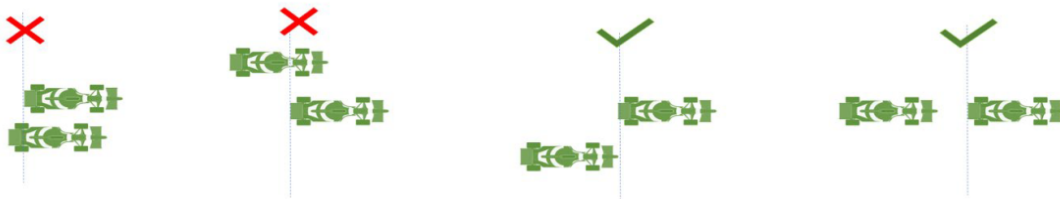
- 10.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting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

11) Safety Car Procedure

- 11.1. Art. 40.13 (...) In order to avoid the likelihood of accidents before the safety car returns to the pits, from the point at which the lights on the car are turned out drivers must proceed at a pace which involves no erratic acceleration or braking nor any manoeuvre which is likely to endanger other drivers or impede the restart.(...)



12) Fuel pressure release in parc fermé

- 12.1. For safety reasons, teams are authorised to appoint one person specifically in order to release the pressure inside the fuel cell when the cars return after each session. In addition, teams are authorised to attach fans to the car in the parc fermé.
- 12.2. When the cars are in the parc fermé, this person must request prior authorisation from the FIA Technical Delegate on site and is only authorized to perform the action specified above.
- 12.3. This person will not count as far as Article 21.5 of the 2022 FIA F3 Sporting Regulations is concerned (team personnel limitation)

13) Teams Guests

- 13.1.** Teams are reminded that guests are included in the category of participants as defined in Article 20 of the International Sporting Code. At the same time, Article 9.15 from the International Sporting Code states that the competitor is responsible for all to people that on his/her responsibility have access to reserved areas. The pit lane and the grid are reserved areas.

Event Specific Instructions

14) Changes to the circuit

- 14.1.** The numbering of the Marshal Posts is now in line with the requirements of Appendix H of the International Sporting Code.

15) Fire extinguishers around the circuit

- 15.1.** Indicated by white boards with a red fire extinguisher image attached to the debris fences and barriers.

16) Places to remove cars from the track

- 16.1.** Indicated by orange panels on the barriers. If it is safe to do so, ideally drivers should try to stop on the right-hand side of the track.

17) Places where drivers may leave the track

- 17.1.** Should a car stop on the track during a session, it is recommended that the driver keeps all their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

18) Lines or bollards at the Pit Entry and Pit Exit

- 18.1.** In accordance with Chapter 4, Article 4 and 5 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 18.2.** Drivers leaving the track to enter the pit entry road, must pass on the right-hand side of the bollard placed on SC line 1.
- 18.3.** After SC line 2, there is a continuous white line separating the cars coming from the pits from the cars on track. For safety reasons, drivers leaving the pits, must respect the afore mentioned line. This line will extend the application of Article 5 c) from Chapter IV of Appendix L.
- 18.4.** The dotted white lines across the pit entry and the pit exit are the track edge.

19) Track light panel displaying pit entry status

- 19.1.** Light panels 17 and 18 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.
- 19.2.** Light panels 17 and 18 indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

20) DRS

- 20.1.** DRS Detection will be automatically disabled in each individual zone if any of the light panels in that particular zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) DRS Activation 1: Panels 19, 1, 2, 3
 - b) DRS Activation 2: Panels 3, 4, 5

21) Pit Lane

- 21.1.** The pit lane speed limit is 60 km/h for the entire event.

22) Pit Lane Barriers

- 22.1.** F1 Teams have been instructed to ensure their barriers are no more than three meter from the garages.
- 22.2.** F3 Teams and Trolleys will be released into the pit lane no earlier than 20 minutes prior to the pit lane opening.

23) Practice Starts

- 23.1.** Practice starts may only be carried out on the right-hand side after the pit exit lights but before the end of the pit wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.
- 23.2.** 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).

24) Car number light panels for the start

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

25) Removing cars from the grid

- 25.1.** Through the two gates in the pit wall adjacent to grid position 6 and 18.
- 25.2.** The pit lane has a small ramp down from the track which may result in cars grounding when pushed off the grid. It is therefore important that someone from your team is present, close to the gate nearest your grid positions, to assist marshals if a car must be pushed off the grid after the start of the formation lap or after the start of the race.

26) Suspending a race

- 26.1.** In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

Claro Ziegahn
The FIA Formula 3 Race Director

Paddock Departure and Return – Trolleys and Race Cars

Departure from Support Paddock

Please leave the paddock in F1 pit lane order:

1. VAR
2. Carlin
3. Jenzer Motorsport
4. Campos Racing
5. Hitech Grand Prix
6. Charouz Racing Systems
7. MP Motorsport
8. ART Grand Prix
9. PREMA Racing
10. Trident

Team trolleys:

The teams and trolleys should leave the paddock and turn left to proceed to the gate at the top of the slope and stop at the gate, leaving a clear passage on one side for emergency vehicles. When given instructions by the marshals, they should go on track and enter the F1 pit lane.

Race Cars:

Cars must be pushed to the paddock entrance and lined up in F1 pit lane order. All cars will be started from here with drivers installed. When given instructions by the marshals, they should leave the paddock and turn right and move down the service road to join the track at Turn 2 and then proceed on track to the F1 pits lane.

Return to Support Paddock

Team trolleys:

Teams and trolleys will leave the pit lane at pit exit onto the track and enter the support paddock at turn 2.

Race Cars:

At the end of the practice and qualifying session, after taking the chequered flag, cars should continue to turn 13 where they must leave the track to go into the support paddock parc fermé area.

At the end of both races after taking the chequered flag, the podium cars should complete the lap to the F1 pit lane for the podium presentation. All other cars should continue to turn 13 where they must leave the track to go into the support paddock parc fermé area. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by recovery truck.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and drive back to the support paddock parc fermé area.

Local marshals will be in control of trolley and race car movements so please follow their instructions. The timings below are for guidance only:

Pit Lane Procedures Times

All timings below are approximate – please always follow the instructions of the marshals.

Friday – Practice (09:30 – 10:15)

Trolleys loaded and ready to depart	08.45
Trolleys released to F1 Pit Lane	approx. 09.10
Race cars released to F1 Pit Lane	approx. 09.20

Friday – Qualifying (15:30 – 16:00)

Trolleys loaded and ready to depart	14.45
Trolleys released to F1 Pit Lane	approx. 15.10
Race cars released to F1 Pit Lane	approx. 15.20

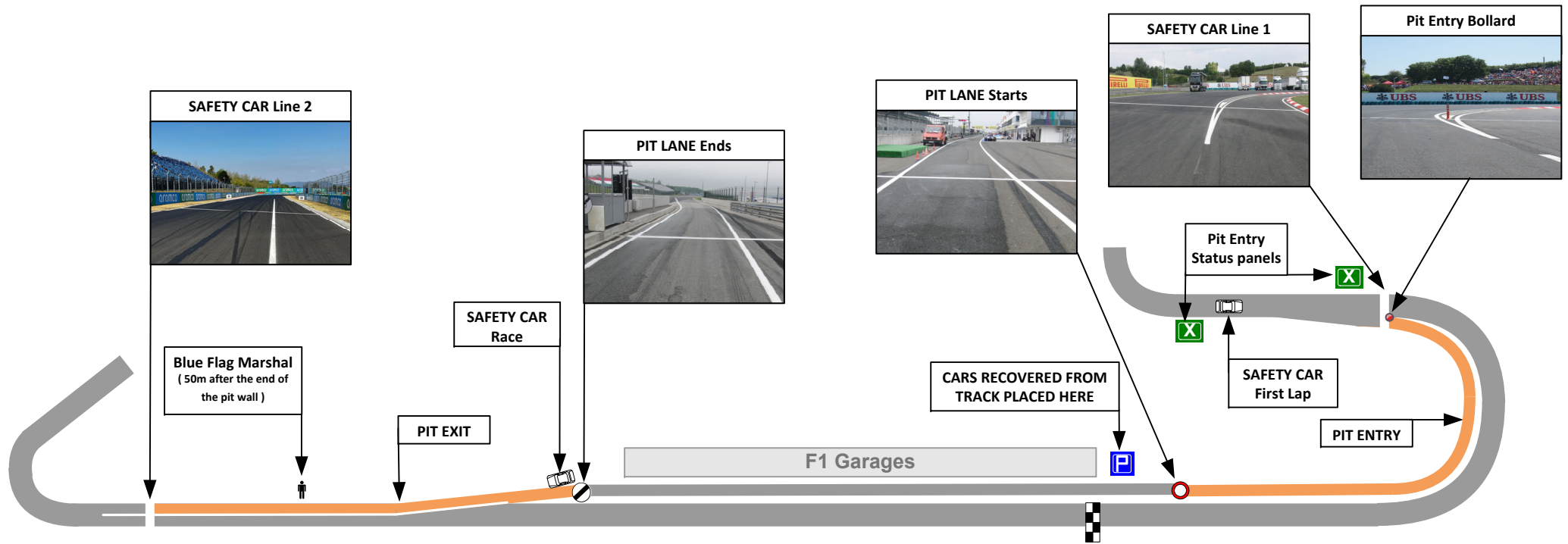
Saturday – Race 1 (pit lane open 10:45)

Trolleys loaded and ready to depart	10.00
Trolleys released to F1 Pit Lane	approx. 10.25
Race cars released to F1 Pit Lane	approx. 10.35

Sunday – Race 2 (pit lane open 09:50)

Trolleys loaded and ready to depart	09.05
Trolleys released to F1 Pit Lane	approx. 09.30
Race cars released to F1 Pit Lane	approx. 09.40

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59	58	57	56	55	54	53	52	51	50	49	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					
				Haas	Haas	Haas	Haas	Haas	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	Williams	Williams	Williams	Williams	Williams	Aston Martin	Aston Martin	Aston Martin	Aston Martin	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Alpine	Alpine	Alpine	Alpine	Alpine	Alpine	McLaren	McLaren	McLaren	Ferrari	Ferrari	Ferrari	Ferrari	Ferrari	Red Bull	Red Bull	Red Bull	Red Bull	Red Bull	Mercedes	Mercedes	Mercedes	Mercedes	Mercedes								
Designated Garage Areas				VAR					Carlin					Jenzer					Campos					Hitech					Charouz					MP					ART					Prema					Trident									
FAST LANE																																																										
Pole Position																																																										
Control Line																																																										

BUDAPEST EVENT

28TH TO 31ST JULY 2022

TYRE SCHEDULE

(ART. 24.6. 2022 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated in the Pirelli service area
- No wet tyres will be allowed in the tyre parc fermé
- Wet tyres remain in possession of teams
- All tyres in the possession of teams must be visible to the Scrutineers at all times during the event
- The tyre pressure and temperature master gauge is available at the F2 FIA weigh platform area

Thursday 28th July

16:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

19:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 29th July

07:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Saturday 30th July

08:45 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 31st July

07:50 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé

All tyres must be returned to the Pirelli service area


Grand Prix of Hungary 29-31/07/22 (22F3R06BUD)

Compound	FL	FR	RL	RR
Medium	RK7	RK7	RK8	RK8
Wet	RL7	RL8	RL9	RMO

Carryover
SOFT

Minimum Pressure, Camber limits, Wear Life

	Front (psi)	Rear (psi)
Slicks	13.0	13.0
Wet	13.0	12.0

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.75°		-3°	FP & Q
Race	-4.25°		-3°	Race
	Avg wear @15 Laps		Avg wear @15 Laps	
Medium	N/A %		N/A %	

GENERAL NOTES

Teams are kindly reminded that the following parameters will be subjected to FIA checks during the event:

- Minimum tyre pressure
- Static Camber
- Tyre allocation and Tyre swapping

Tyre Notes

- | | |
|---|---|
| <ul style="list-style-type: none"> • 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. | <ul style="list-style-type: none"> • Teams are kindly asked present Wet rims to the Pirelli Service Area by 10:00 for initial fitting on 27/07. • Teams are kindly asked present Slick rims to the Pirelli Service Area by 09:00 for initial fitting on 28/07. • Teams are advised that mounted Wet units will be carried over from Hungary (R06BUD) to the next race event. Pirelli to transport mounted Wet units. • Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned. |
|---|---|