



2022 SPIELBERG EVENT

7 to 10 July 2022

From	The FIA Formula 3 Race Director	Document	2
To	All Teams, All Officials	Date	07 July 2022
		Time	13:30

Title 2022 F3 Spielberg Event Notes
Description 2022 F3 Spielberg Event Notes
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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) Lines or bollards at the Pit Entry and Pit Exit**
 - 6.1. 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.
- 7) Track Limits**
 - 7.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 8) Start Lights**
 - 8.1. When the red start lights are illuminated all cars shall immediately reduce speed and proceed slowly back to the pit lane.
- 9) Drivers leaving their pit stop position in the pit lane**
 - 9.1. 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.
 - 9.2. 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.

- 9.3. 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.
- 9.4. 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.

10) Observing yellow flags during free practice and qualifying

- 10.1. 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.
- 10.2. 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.
- 10.3. 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.

11) Lapping during the race

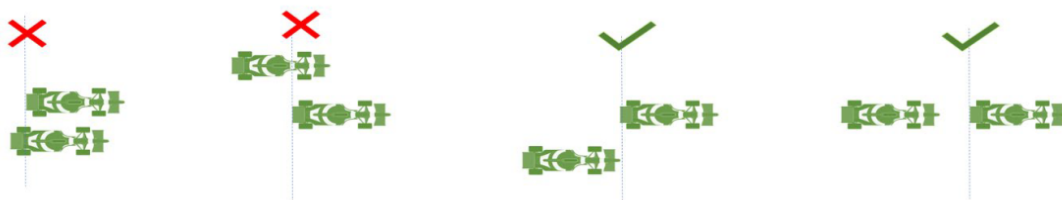
- 11.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting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

12) Safety Car Procedure

- 12.1. 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.(...)



13) Finishing the race

- 13.1. For the purposes of finishing the Race, pursuant to Article 44.1 of the FIA Formula 2 Sporting Regulations, the "Line" referred to will be the Control Line on the track and not the Pit Lane.

14) Fuel pressure release in parc fermé

- 14.1.** 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.
- 14.2.** 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.
- 14.3.** This person will not count as far as Article 21.5 of the 2022 FIA F3 Sporting Regulations is concerned (team personnel limitation)

Event Specific Instructions

15) Changes to the circuit

- 15.1.** A new chicane has been installed for MotoGP on the left and right of the circuit between T1 and T2 however no changes have been made to the configuration of the Formula 1 track itself.

16) Fire extinguishers around the circuit

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

17) Places to remove cars from the track

- 17.1.** Indicated by 2m long fluorescent orange panels on the barriers.

18) Places where drivers may leave the track

- 18.1.** Indicated by white boards with a green running “running man” image attached to the debris fences and barriers. 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.

19) Track light panel displaying pit entry status

- 19.1.** Light panels 14/15 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 14/15 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 3, 4, 5, 6
 - b) DRS Activation 2: Panels 7, 8, 9
 - c) DRS Activation 3: Panels 16, 1, 2

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 one 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) Exit of Turn 10

- 23.1.** Each time a driver fails to negotiate with the exit of turn 10, will result in that lap time and the immediately following lap time being invalidated by the Stewards.

24) Practice Starts

- 24.1.** Practice starts may only be carried out on the F1 grid at the end of the practice session, none may be carried out in the pit exit or any other part of the track. ALL cars having crossed the finish line at

the end of the practice session must complete the lap to either the F1 Pit lane or the F1 grid. Drivers on the F1 grid can carry out a practice start, and then continue to turn 8 where they must leave the track to go into the support paddock.

- 24.2.** All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, drivers should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.
 - 24.3.** If any driver appears to be disregarding any of the above, a Red Flag will be displayed and the possibility to carry out any further practice starts will be terminated for all cars.
 - 24.4.** Any cars in the F1 pit lane after the practice session has finished will not be released from pit exit until cars on track have carried out their practice starts. Car released from the pit exit must continue to turn 8 and leave the track to go into the support paddock.
- 25) Car number light panels for the start**
- 25.1.** On the right-hand side of the grid.
- 26) Removing cars from the grid**
- 26.1.** Through the two gates in the pit wall adjacent to grid position 1 and 12.
- 27) Suspending a race**
- 27.1.** 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 departures and Return – Trolleys and Cars

Team trolleys will reach the pit lane via the slope by the F2/F3 Hospitality units, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point.

To speed up installation in the pits, trolleys should try to move out from their garages in F1 pit lane order:

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

A one-way system will operate for end of sessions, trolleys will exit by the far end of the pit lane and return back up the same paddock slope as on departure.

The top of this slope is quite steep, for both directions, so teams should take extra care and give enough space to each other to avoid problems. Unfortunately, there is no satisfactory alternative route that can be used for the trolley movement.

Team personnel responsible for starting cars in the paddock assembly area prior to the cars leaving the paddock to go on track to the pit lane for the start of sessions are permitted to use Scooters to travel to and from the F1 Pit Lane, for the avoidance of doubt Scooters are only permitted to be used in the Paddock for this purpose, any Scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of gate 6.

For safety reasons, Scooters used for the procedure above must be used in a safe manner that does not compromise the safety of others, it is also compulsory to wear a helmet when riding the scooter.

Race cars will reach the pit lane under power. They will be pushed to the far end of the support paddock nearest the F1 car park where they will line up in front of the slope leading to the track access gate. Marshals will be there to organise movements. Once trolleys are installed in the pit lane, cars will be released onto the track.

At the end of the **practice session** after taking the chequered flag, **ALL** drivers must complete the lap to either the F1 Pit lane or the F1 grid. Drivers on the F1 grid can carry out a practice start, following the practice start, cars should continue to turn 8 where they must leave the track to go into the support paddock. Any cars in the F1 pit lane will be directed onto the circuit to return to the support paddock after the last car has left the F1 grid.

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to turn 8 where they must leave the track into the support paddock parc fermé, any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the support paddock parc fermé.

At the end of both races after taking the chequered flag, cars should slow down, the first 3 cars should

complete the lap to the F1 pit lane for the podium presentation, all other cars on track having taken the chequered flag should continue to turn 8 where they must leave the track into the support race paddock and go directly to the F3 weighing and parc fermé area.

Any cars in the F1 pit lane at the time of the chequered flag will be directed onto the circuit at the pit exit to return to the F3 weighing area in the support race paddock. The three podium cars will be under parc fermé conditions and be returned to the support race paddock by recovery truck.

Pit Lane procedures times

All timings below are approximate and in accordance with Timetable V4. Please always follow the instructions of the marshals.

Friday – Practice (09:55 – 10:40) (45mins)

Trolleys ready to depart	09:10
Trolleys leave the paddock to holding area	by 09:20
Trolleys released to F1 pits	approx. 09:35
Race cars released to F1 pits	approx. 09:45
Trolleys back into pits for pack-up	approx. 10:45

Friday – Qualifying (15:00 – 15:30) (30mins)

Trolleys ready to depart:	14:15
Trolleys leave the paddock to holding area	by 14:25
Trolleys released to F1 pits	approx. 14:40
Race cars released to F1 pits	approx. 14:50
Trolleys back into pits for pack-up	approx. 15:35

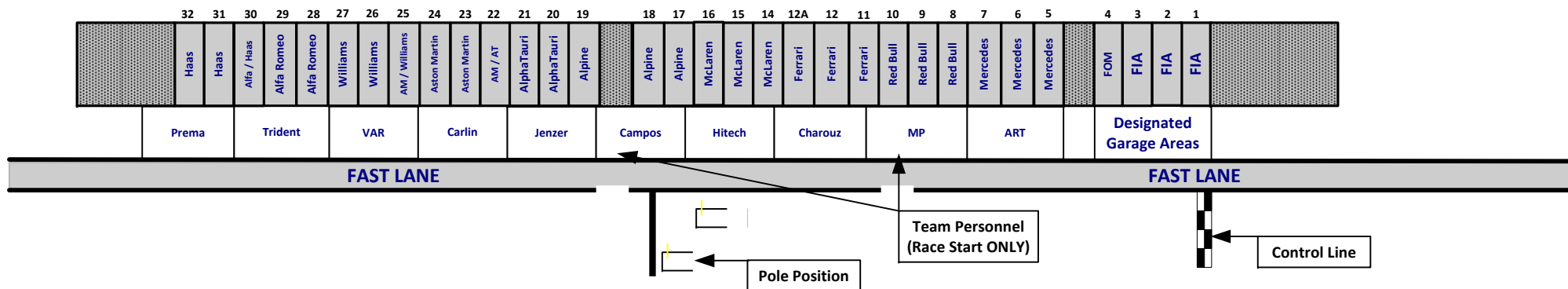
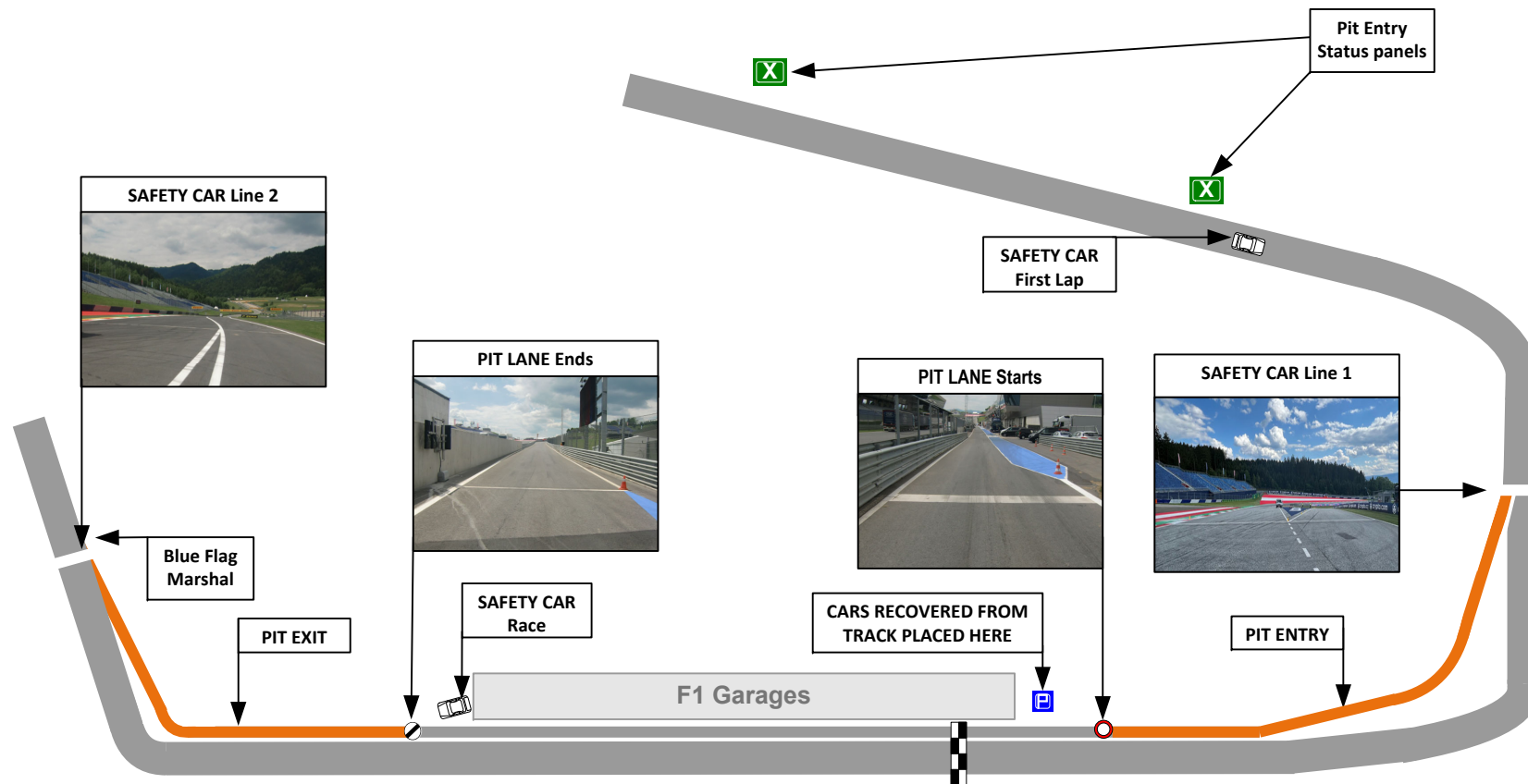
Saturday – Race 1 (pit lane open 10:20)

Trolleys ready to depart:	09:35
Trolleys leave the paddock to holding area	by 09:45
Trolleys released to F1 pits	approx. 10:00
Race cars released to F1 pits	approx. 10:10
Trolleys back into pits for pack-up	approx. 11:25

Sunday – Race 2 (pit lane open 08:20)

Trolleys ready to depart:	07:35
Trolleys leave the paddock to holding area	by 07:45
Trolleys released to F1 pits	approx. 08:00
Race cars released to F1 pits	approx. 08:10
Trolleys into pits for pack-up	approx. 09:30

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SPIELBERG EVENT

07TH TO 10TH 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 07th July

15:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:30 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 08th July

07:55 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 09th July

08:20 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 10th July

06:20 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 Austria 08-10/07/22 (22F3R05SPI)

Compound	FL	FR	RL	RR
Soft	RM4	RM4	RM5	RM5
Wet	RL7	RL8	RL9	RM0

Carryover
NOT APPLICABLE

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	
	Soft	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

- 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 kindly asked present **Wet** rims to the Pirelli Service Area by 10:00 for initial fitting on 06/07.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 09:00 for initial fitting on 07/07.
- Teams are advised that mounted Wet units will be carried over from Austria (R05SPI) 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.