



2022 BARCELONA EVENT

19 to 22 May 2022

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To	All Teams, All Officials	Date	21 May 2022
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The FIA Formula 3 Race Director

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Event Notes [V2 \(Changes in blue\)](#)

1) Matters arising from previous events

2) Pit lane map (attachement)

- 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 (attachment)

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

4) Transfer Procedure from support paddock to F1 pit lane (attachement)

- 4.1 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.
- 4.2 A detailed description and further information of this procedure (a.o. pit lane order and timing) are described in the appendix.

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) 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) DRS

- 8.1 DRS Detection will be automatically disabled globally if any of the light panels in any of the zones are displaying yellow. The light panels are as follows:

DRS Activation 1: Panels 11, 12

DRS Activation 2: Panels 17, 1, 2

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. They must not drive side by side with another car.
- 9.4 For reasons of safety and sporting equity, drivers must not drive through other teams' 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 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).
- 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. 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.

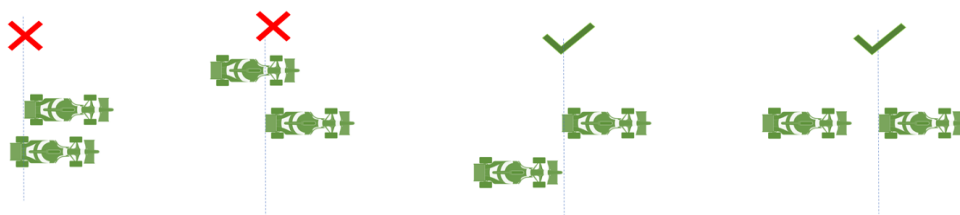
11) Lapping during the race

- 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. Event Specific Instructions

12) Safety Car Restart – Reference to Article 40.13 of the Sporting Regulations

(...) 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) Changes to the circuit

13.1 The changes are in reference to the 2021 F3 event.

- a) Higher Start light gantry
- b) Installation of new Pit Wall debris fencing
- c) Installation of internal kerb at Turn 3
- d) Extension of run off area at Turn 4
- e) Removal of astro turf at Turns 14 & 15
- f) Installation of Techpro barriers at pit entry
- g) Removal of apex combination element at Turn 14. A bollard will be placed in the inner apex.
- h) [Removal of the two “speed bumps” placed on the external apron at the runoff of T1, on Driver’s Left, for the remainder of the weekend.](#)

14) Formula 1 pit lane

14.1 F1 teams have been asked to keep their barriers no more than four meters from the garages during all support series’ practice sessions and races.

14.2 F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

15) Practice starts

15.1 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.

15.2 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).

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

16.1 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.

- 16.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.
- 16.3 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 blue 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.

17) Track Limits

- 17.1 Drivers are reminded of the provisions of Article 27.3 of the Sporting Regulations.

Track Limits Turns 1 & 2

Any driver going with the 4 wheels to the left of the LHS track limiting white line, at T1 and T2, may only rejoin the track at T3 on the following conditions:

- a) The car passes on the left-hand side of the 2 bollards at the entry of T3.
- b) The car rejoins the track in a safe way.
- c) The car does not gain a lasting advantage.

Track Limits Turns 13, 14, 15 and 16

On the above mentioned turns, during any practice sessions and the race, any lap done beyond track limits, will entail the loss of the relevant lap as well as the immediately following lap.

18) Drivers reducing speed when off track

- 18.1 Any driver that leaves the track at any point, must significantly reduce his speed in order to rejoin the track a safe manner.

19) Fire extinguishers around the circuit

- 19.1 Indicated by white boards with a red fire extinguisher image attached to debris fences.

20) Places to remove cars from the track

- 20.1 Indicated by fluorescent orange panels on the barriers.
- 20.2 Should a car stop on track during a session, the driver must keep all of their protective clothing (Helmet, Gloves, etc) on until they have returned to their garage.

21) Removing cars from the grid

- 21.1 Through the gates in the pit wall adjacent to grid position 2 and 17.

22) Car number light panels for the start

- 22.1 On the right-hand side of the grid.

23) End of practice procedure

- 23.1 At the end of each session, after taking the chequered flag, all cars must complete the lap, return to pitlane and stop in the parc fermé area. Drivers must follow marshals instructions.

23.2 All cars in the pit lane at the end of the session will be pushed back to the parc fermé area by team personnel.

24) Post-race procedure

24.1 After taking the chequered flag, all cars must enter the pitlane. Only the first 3 cars will continue to the F1 pit lane podium. All other cars go directly to the parc fermé area. Drivers must follow marshals instructions.

24.2 Following the podium presentation, the first 3 cars will be pushed to the scrutineering area by team personnel.

25) Fuel pressure release in parc fermé

25.1 For safety reasons, teams are authorized 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 authorized to attach fans to the car in the parc fermé.

25.2 When the cars are in the parc fermé, this person must request prior authorization from the FIA Technical Delegate on site and is only authorized to perform the action specified above.

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

26) Any other business

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