



2022 BARCELONA EVENT

19 to 22 May 2022

From The FIA Formula 3 Race Director

To All Teams, All Officials

Document 3

Date 19 May 2022

Time 15:51

Title 2022 F3 Barcelona Event Notes

Description 2022 F3 Barcelona Event Notes

Enclosed 2022 F3 Barcelona Event Notes apps.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

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Event Notes

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.

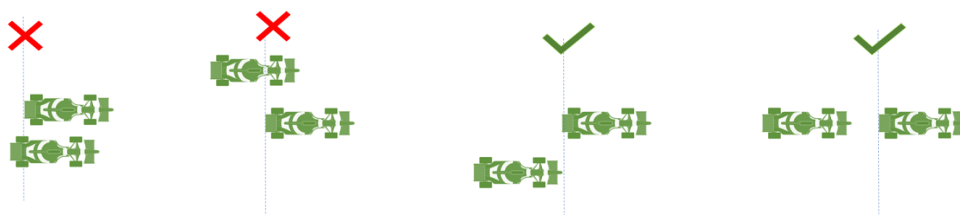
11) Lapping during the race

- 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.

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

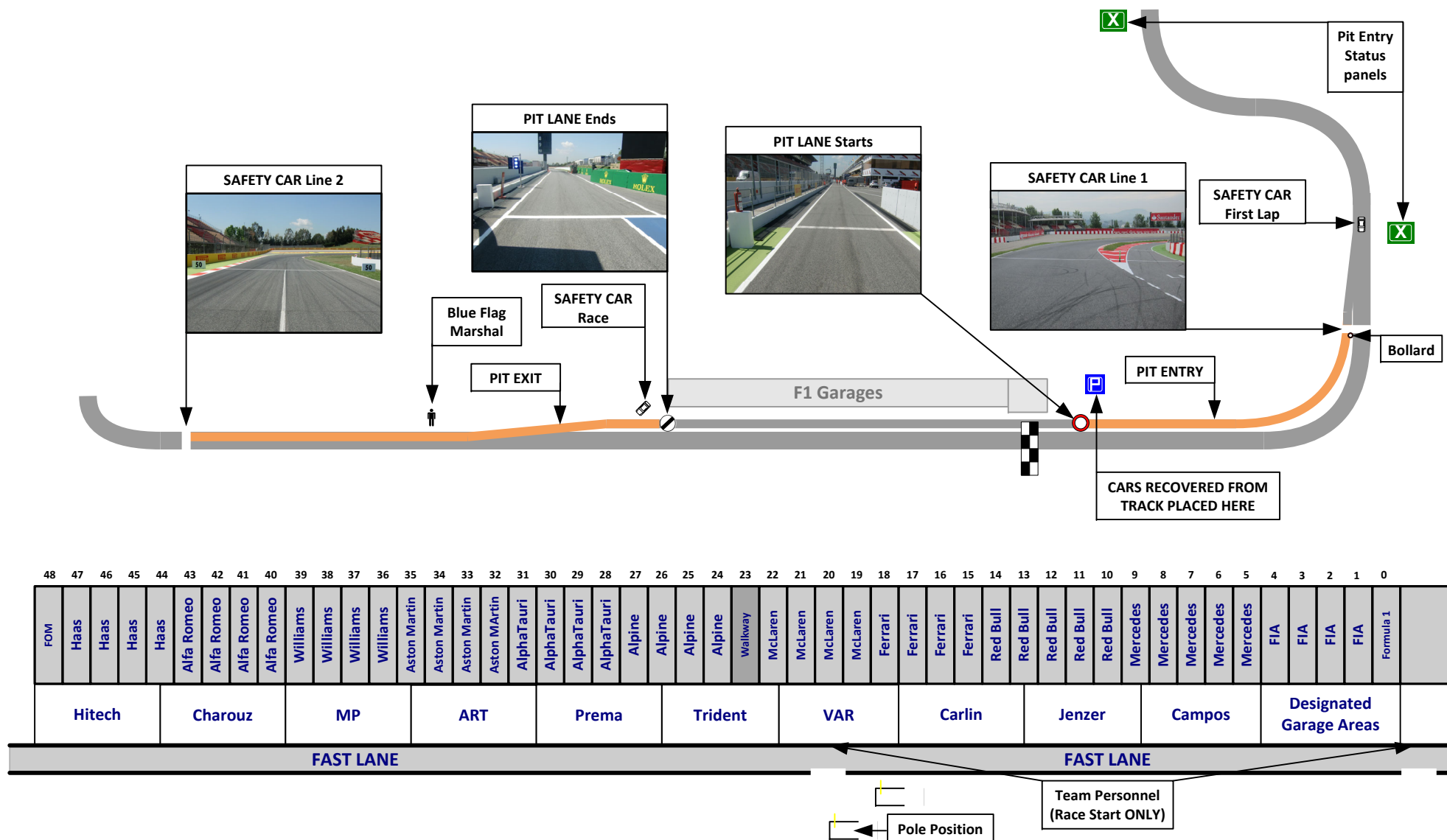
- 24.1 After taking the chequered flag, all cars must enter the pitlane. Only the first 3 cars will continue to the F1 pit lane podium. All other cars go directly to the parc fermé area. Drivers must follow marshals instructions.
- 24.2 Following the podium presentation, the first 3 cars will be pushed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

Claro Ziegahn
The FIA Formula 3 Race Director



F3 Barcelona Pit Procedures

Paddock departures and Return – Trolleys and Cars

Both team trolleys and race cars (pushed) will reach the pit lane by turning left from the F3 paddock onto the main paddock road leading around to the pit entry.

Team trolleys

Trolleys must keep to the left side, to avoid blocking the main paddock road which must be kept clear for emergency vehicles, shuttle etc. Trolleys will wait on the main paddock road until a signal to advance is given by the marshals. To speed up installation in the pits, trolleys should try to move out from their garages in F1 pit lane order:

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

At the end of all sessions, Teams and trolleys will move to the (far) exit of the pit lane and follow the roadway back to the paddock.

Team Personnel

Teams may only enter the F1 pit lane together with the trolleys.

Race cars

Cars should be pushed out on the main paddock road, and must keep to the left side to avoid blocking any emergency vehicles, shuttles etc. After trolleys have left and when the signal is given from the marshals, cars may proceed under power from the main paddock road to the F1 pit lane.

At the end of each session, after taking the chequered flag, all cars must complete the lap, return to pitlane and go directly to the parc fermé area. All cars in the pit lane at the end of the session will be pushed back to the parc fermé area. Cars may be pushed or towed back to the paddock.

You



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.

All timings below are approximate and in accordance with Timetable V3.
Please always follow the instructions of the marshals.

Friday – Practice (09:30 – 10:15) (45mins)

Trolleys ready to depart	09:00
Trolleys move to pitlane entrance	by 09:10
Trolleys released to F1 pits	approx. 09:15
Race cars released to F1 pits	approx. 09:20
Trolleys back into pits for pack-up	approx. 10:20

Friday – Qualifying (15:30 – 16:00) (30mins)

Trolleys ready to depart:	15:00
Trolleys move to pitlane entrance	by 15:10
Trolleys released to F1 pits	approx. 15:15
Race cars released to F1 pits	approx. 15:20
Trolleys back into pits for pack-up	approx. 16:05

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

Trolleys ready to depart:	10:15
Trolleys move to pitlane entrance	by 10:25
Trolleys released to F1 pits	approx. 10:30
Race cars released to F1 pits	approx. 10:35
Trolleys back into pits for pack-up	approx. 11:50

Sunday – Race 2 (pit lane open 09:50)

Trolleys ready to depart:	09:20
Trolleys move to pitlane entrance	by 09:30
Trolleys released to F1 pits	approx. 09:35
Race cars released to F1 pits	approx. 09:40
Trolleys into pits for pack-up	approx. 11:00

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The FIA Formula 3 Race Director

BARCELONA EVENT

19TH TO 22ND MAY 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 19th May

14:30 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 20th May

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 21st May

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 22nd May

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 Spain 20-22/05/22 (22F3R03BCN)

Compound	FL	FR	RL	RR
Hard	RL0	RL0	RL1	RL1
Wet	RL7	RL8	RL9	RM0

Carryover
MEDIUM

Minimum Pressure, Camber limits, Wear Life

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

FP & Q	FE Camber Limit -4.75°		RE Camber Limit -3°	FP & Q
Race	-4.25°		-3°	Race
	Hard	Avg wear @15 Laps 18 %	Avg wear @15 Laps 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 13:00 for initial fitting on 18/05.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 09:00 for initial fitting on 19/05.
- Teams are advised that all mounted Slick/Wet units are scheduled to be stripped at the end of this (R03BCN) event. All rims will be returned to teams for onwards transport, teams to transport rims to next race event.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.