



## 2022 BUDAPEST EVENT

28 to 31 July 2022

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	6
<b>To</b>	All Teams, All Officials	<b>Date</b>	29 July 2022
		<b>Time</b>	09:14

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**Title** 2022 F3 Budapest Event Notes v2  
**Description** 2022 F3 Budapest Event Notes v2  
**Enclosed** 2022 F3 Budapest Event Notes v2.pdf

**Claro Ziegahn**

**The FIA Formula 3 Race Director**

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	06
<b>To</b>	All Teams, All Officials	<b>Date</b>	29 July 2022
		<b>Time</b>	09:10

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**EVENT NOTES V2 (changes in light blue)**

**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

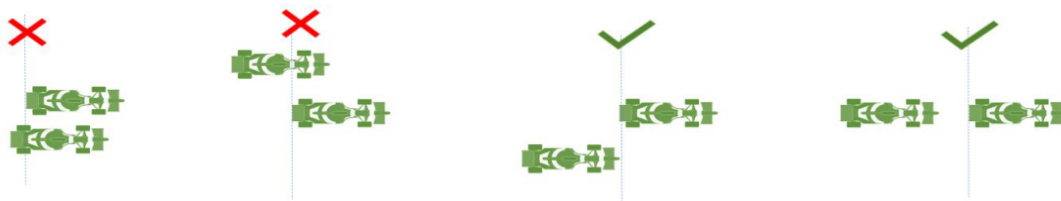
- 10.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting 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 [acts or omissions on the part of any person to whom the competitor has allowed access to the reserved area.](#) ~~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.
- 14.2. [Removal of the yellow kerbs at Turn 5, T6, and T7.](#)

### 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:
- DRS Activation 1: Panels 19, 1, 2, 3
  - DRS Activation 2: Panels 3, 4, 5
- 20.2. [During the races, DRS may not be used if a driver enters the pit entry \(Activation Zone 1\) and re-enters the track from pit lane \(Activation Zone 2\). According to art. 21.4 of the sporting regulations, the sole purpose of driver adjustable bodywork \(better known as DRS\) is to improve overtaking opportunities during the race. It is the driver's responsibility not to activate the system.](#)

**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.

**27) VSC Test**

**27.1.** A VSC test will take place during the transfer from the support paddock to the pit lane before the practice session.

Claro Ziegahn  
The FIA Formula 3 Race Director