



2023 BARCELONA EVENT

1 to 4 June 2023

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	01 June 2023
		Time	14:30

Title 2023 F3 Barcelona Event Notes

Description 2023 F3 Barcelona Event Notes

Enclosed 2023 F3 Barcelona Event Notes.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, travel tyres can 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) Drivers leaving their pit stop position in the pit lane

- 6.1. 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.
- 6.2. 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.
- 6.3. 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.
- 6.4. 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.

7) Observing yellow flags during free practice and qualifying

- 7.1. Single waved: Drivers 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.
- 7.2. 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 the driver

has not attempted to set a meaningful lap time. Furthermore, during free practice and qualifying any driver in a double yellow sector will have that lap time cancelled.

8) Lapping during the race

8.1. 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.

9) Safety Car Procedure

9.1. 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. (...)



9.2. To reduce the risk of an incident at the restart, weaving is not permitted between turn 13 and the line.

10) Fuel pressure release in parc fermé

10.1. 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.

10.2. 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.

10.3. This person will not count as far as Article 21.5 of the 2023 FIA F3 Sporting Regulations is concerned (team personnel limitation)

11) Teams Guests

11.1. 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. The pit lane and the grid are reserved areas.

12) Identification of Operational Personnel

12.1. In accordance with Art. 21.5 of the 2023 FIA F3 Sporting Regulations, each operational team personnel must wear on the upper arm a clearly visible specific armband provided by the FIA.

12.2. If an armband is damaged or lost, a replacement may be requested from the FIA.

12.3. Failure to comply with the above provisions will be reported to the Stewards who may impose a sanction.

Event Specific Instructions

13) Changes to the circuit

- Turn 1 run-off has been extended by approximately 30 meters. New walls and fences including a rescue road have been built.
- The artificial gras has been removed in turn 3.
- New concrete verge at RHS entry Turn 7.
- Tec2 high speed barriers have been added in turn 13 and turn 16.
- New layout in between Turn 13 and Turn 14.
- Removal of temporary kerbs at Turn 1 apex, Turn 2 apex and run-off area, Turn 4 exit, Turn 5 apex, Turn 7 apex, Turn 9 apex and Turn 12 apex.

14) Fire extinguishers around the circuit

- 14.1. Indicated by white boards with a red fire extinguisher attached to the debris fences.

15) Places to remove cars from the track

- 15.1. Indicated by long fluorescent orange panels/paintings on the barriers.

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

- 16.1. In accordance with Chapter 4, Article 4 and 6 of Appendix L to the ISC drivers must follow the procedures at pit entry and pit exit.
- 16.2. For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

17) Track Limits

- 17.1. In accordance with the provisions of Article 27.3, the white lines define the track edges. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.
- 17.2. Any driver going with all four wheels to the left of the left-hand side track limiting white line at turn 1 and turn 2 may only rejoin the track at turn 3 on the following conditions:
- a) The car passes on the left-hand side of the two bollards at the entry of turn 3
 - b) The car rejoins the track in a safe way
 - c) The car does not gain a lasting advantage

18) DRS

- 18.1. 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 11, 12
 - b) DRS Activation 2: Panels 16, 1, 2

19) Pit Lane

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

20) Pit Lane Barriers

- 20.1. F1 Teams have been instructed to ensure their barriers are no more than 3.2 meters from the red line under the frontal garage shutter.

21) Practice Starts

- 21.1. 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.
- 21.2. 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).

22) Reconnaissance Laps

22.1. Drivers are allowed to do a maximum of two reconnaissance laps. For clarity, this means a driver must not exit the pit lane more than two times before the formation lap.

23) Car number light panels for the start

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

24) Removing cars from the grid

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

25) Suspending a Race

25.1. In case of 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

Departure from Support Race Pit Lane

Teams have been allocated in the correct order for entry into the F1 pit lane, so please keep to this order for each transfer:

1. Campos Racing	6. ART Grand Prix
2. Rodin Carlin	7. Trident
3. VAR	8. Prema Racing
4. Hitech Pulse Eight	9. PHM Racing by Charouz
5. MP Motorsport	10. Jenzer Motorsport

Team trolleys will exit the F3 paddock turning left onto the main paddock road, keeping to the left-hand side to avoid blocking emergency vehicles, shuttles etc. Upon receiving the signal from the marshals, they can advance to the F1 pit lane. Team members may only enter the F1 pit lane together with the trolleys.

Race cars should be pushed onto the main paddock road, keeping to the left to avoid blocking any emergency vehicles, shuttles etc. After the trolleys have left and when the signals are given by the marshals, cars may proceed under power from the main paddock road to the F1 pit lane.

Return to Support Race Pit Lane

Team trolleys and personnel will leave the F1 pit lane by moving to the far exit of the pit lane, turning right after the pit building and follow the roadway back to the F3 paddock.

At the end of the practice and qualifying sessions, after taking the chequered flag, all cars must complete the lap, return to the F1 pit lane and turn right through the gate at pit entry. The cars will follow the roadway to stop in the parc fermé area in front of the FIA Technical area. Drivers must follow marshals' instruction.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and complete the lap to return to turn right through the gate at pit entry.

At the end of both races, after taking the chequered flag, all cars must complete the lap, return to the F1 pit lane and turn right through the gate at pit entry. The cars will follow the roadway to stop in the parc fermé area in front of the FIA technical area. Drivers must follow marshals' instruction. The top 3 cars will continue to the F1 pit lane and stop underneath the podium. From there the cars will be pushed back to the FIA Technical Area by team personnel after the podium presentation.

Pit Lane Procedures Times

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

Friday – Practice (09:55 – 10:40)

Trolleys ready to depart	09:25
Trolley released to F1 pits	approx. 09:40
Race cars released to F1 pits	approx. 09:45

Friday – Qualifying (15:00 – 15:30)

Trolleys ready to depart	14:30
Trolley released to F1 pits	approx. 14:45
Race cars released to F1 pits	approx. 14:50

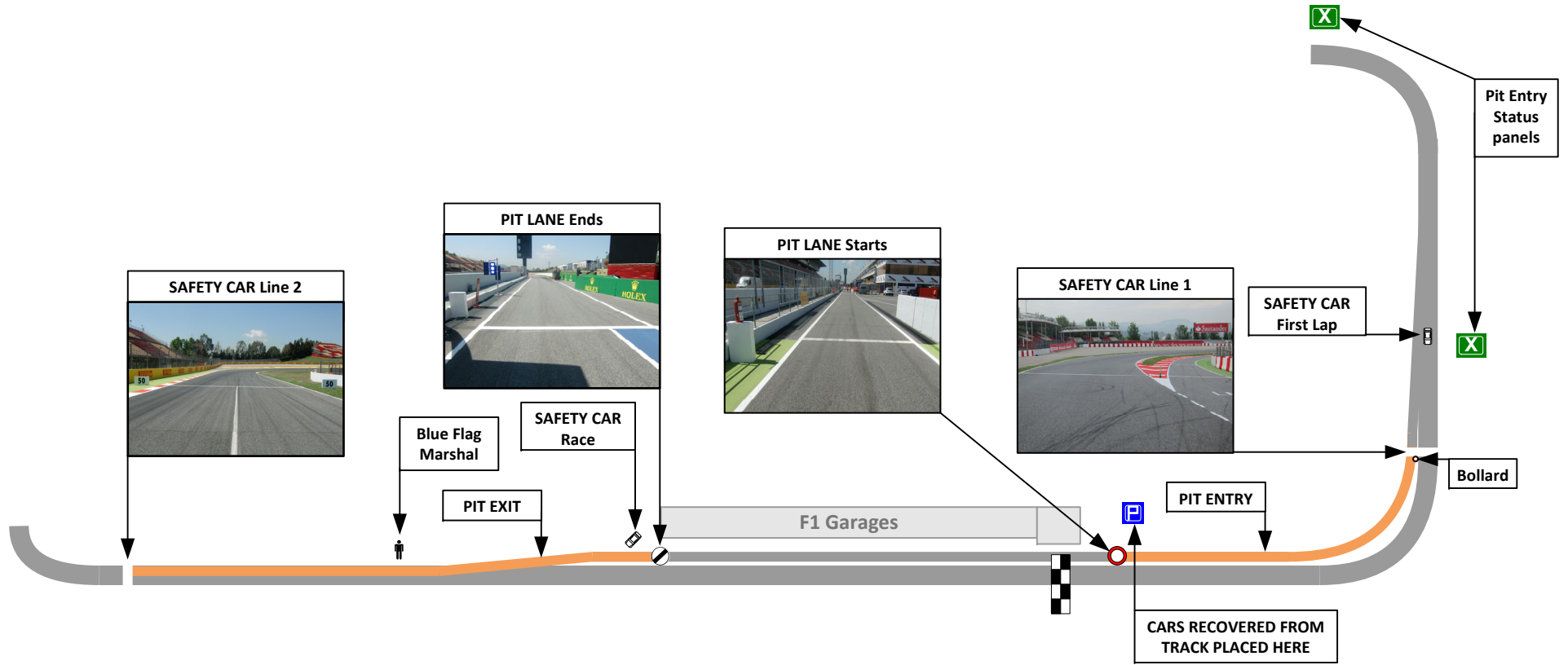
Saturday – Race 1 (pit lane open 10:15)

Trolleys ready to depart	09:45
Trolley released to F1 pits	approx. 10:00
Race cars released to F1 pits	approx. 10:05

Sunday – Race 2 (pit lane open 09:40)

Trolleys ready to depart	09:10
Trolley released to F1 pits	approx. 09:25
Race cars released to F1 pits	approx. 09:30

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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	5	4	3	2	1	0	
FOM	Williams	Williams	Williams	Williams	AlphaTauri	AlphaTauri	AlphaTauri	AlphaTauri	Haas	Haas	Haas	Haas	Aston Martin	Aston Martin	Aston Martin	Aston Martin	Alfa Romeo	Alfa Romeo	Alfa Romeo	Alfa Romeo	McLaren	McLaren	McLaren	McLaren	Walkway	Alpine	Alpine	Alpine	Alpine	Mercedes	Mercedes	Mercedes	Mercedes	Ferrari	Ferrari	Ferrari	Ferrari	Red Bull	Red Bull	Red Bull	Red Bull	F1 VIP	F1 VIP	FIA	FIA	FIA	FIA	FOM	
	Campos			Carlin			VAR			Hitech			MP			ART				Trident			Prema			PHM			Jenzer			Designated Garage Areas																	
FAST LANE																									FAST LANE																								
																									Pole Position					Team Personnel (Race Start ONLY)																			

BARCELONA EVENT

02ND – 04TH JUNE 2023

TYRE SCHEDULE

(ART. 24.6. 2023 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at 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 FIA F2 weigh platform area

Thursday 01st June

14:30 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

17:30 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 02nd June

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 03rd June

08:15 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 04th June

07:40 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 02-04/06/23 (23F3R05BCN)

Compound	FL	FR	RL	RR
Hard	SB0	SB0	SB1	SB1
Wet	SB6	SB7	SB8	SB9

Carryover
Not Applicable

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 33 %	Avg wear @15 Laps 34 %	

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 31/05.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 09:00 for initial fitting on 01/06.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised **unused Wet tyres and one set of Hard from the Barcelona race will be retained for R06 Austria race.**
- Teams are reminded, a balancer will be made available to check rims for damage until the last tyre is stripped on the final day. Please make use of this to check rims before the next event.