



2023 MELBOURNE EVENT

30 March to 2 April 2023

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	30 March 2023
		Time	16:09

Title 2023 F3 Melbourne Event Notes

Description 2023 F3 Melbourne Event Notes - Version 1

Enclosed 2023 F3 Melbourne Event Notes.pdf

Claro Ziegahn

The FIA Formula 3 Race Director

From	The FIA Formula 3 Race Director	Document	3
To	All Teams, All Officials	Date	30 March 2023
		Time	16:08

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

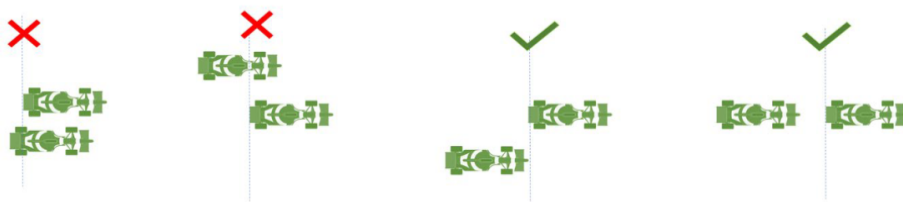
- 8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the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



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.

Event Specific Instructions

12) Changes to the circuit

First visit of Formula 3 to this circuit.

13) Fire extinguishers around the circuit

13.1. Indicated by white boards with a red fire extinguisher attached to the debris fences and barriers.

14) Places to remove cars from the track

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

15) Lines or bollards-at the Pit Entry and Pit Exit

15.1. 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.

15.2. The dashed yellow lines across the pit entry and the pit exit are the track edge.

16) Track Limits

16.1. In accordance with the provisions of Article 27.3, the yellow lines define the track edges. During Free Practice, Qualifying and the Race, each time a driver fails to negotiate with the track limits, this will result in that lap time being invalidated by the Stewards.

17) DRS

17.1. 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, 13 14

b) DRS Activation 2: Panels 15, 16, 17

c) DRS Activation 3: Panels 20, 1, 2

d) DRS Activation 4: Panels 3, 4, 5

18) Pit Lane

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

19) Pit Lane Barriers

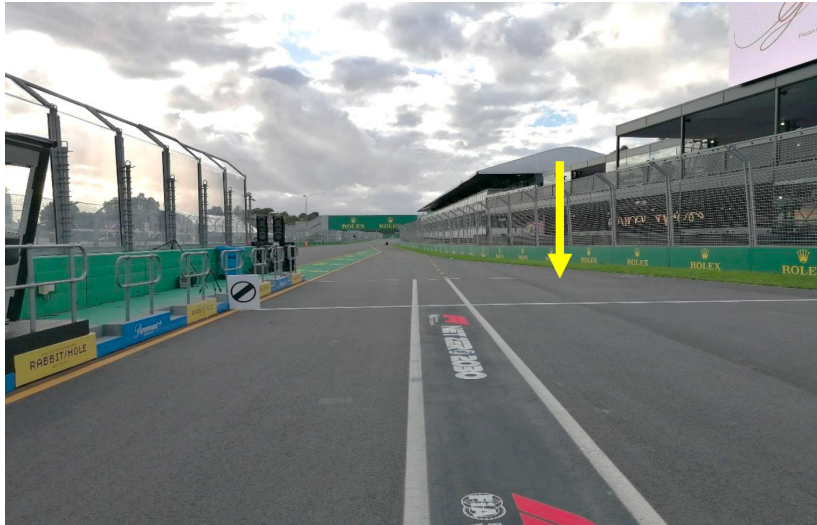
19.1. F1 Teams have been instructed to ensure their barriers are no more than three meters from the garages.

20) Practice Starts

20.1. Practice starts may only be carried out on the asphalt on the RHS of the fast lane immediately after pit exit line and before the dotted line. For the avoidance of doubt, this includes any time the pit exit is open for the race.

20.2. 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).

20.3. For reasons of safety and sporting equity, at any time the pit exit is open, and practice starts are permitted to be carried out, any driver who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.



21) Reconnaissance Laps

21.1. 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.

22) Car number light panels for the start

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

23) Removing cars from the grid

23.1. Through the pit exit or the gate in the pit wall adjacent to grid positions 10.

24) Suspending a race

24.1. In case of a race suspension, cars will be stopped in the fast lane of the pits in front of the white line at 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. Jenzer Motorsport	6. MP Motorsport
2. Campos Racing	7. ART Grand Prix
3. Rodin Carlin	8. Trident
4. VAR	9. Prema Racing
5. Hitech Grand Prix	10. PHM Racing by Charouz

Trolleys will line up in the support paddock and when released, the teams and trolleys will go into the Supercars Pit Lane and enter the F1 Pit lane.

Subsequently and on marshals' instruction, race cars will be pushed on travel tires in team order from the support paddock to the Supercars Pit Lane and into the F1 Pit Lane.

Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane via the same way they entered through the passageway in the Supercars Pit Lanes.

At the end of the practice and qualifying session, after taking the chequered flag, all cars should progressively slow down and continue to turn 13 where they must leave the track to enter the support paddock and stop in the parc fermé area.

At the end of both races after taking the chequered flag, all cars should progressively slow down and continue to turn 13 where they must leave the track to enter the support paddock and stop in parc fermé. The podium cars should stay in front of the field and continue to the F1 Pit Lane for the podium presentation where they will be under parc fermé conditions. Mechanics should be ready to push the cars back immediately.

All cars in the F1 pit lane at the end of each session will be allowed to go on track and continue to turn 13 where they must leave the track to enter the support paddock.

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 (08:50 – 09:35)

Trolleys loaded and ready to depart	08:10
Trolleys released to F1 pits	approx. 08:30
Race cars released to F1 pits	approx. 08:35

Friday – Qualifying (14:00 – 14:30)

Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:40
Race cars released to F1 pits	approx. 13:45

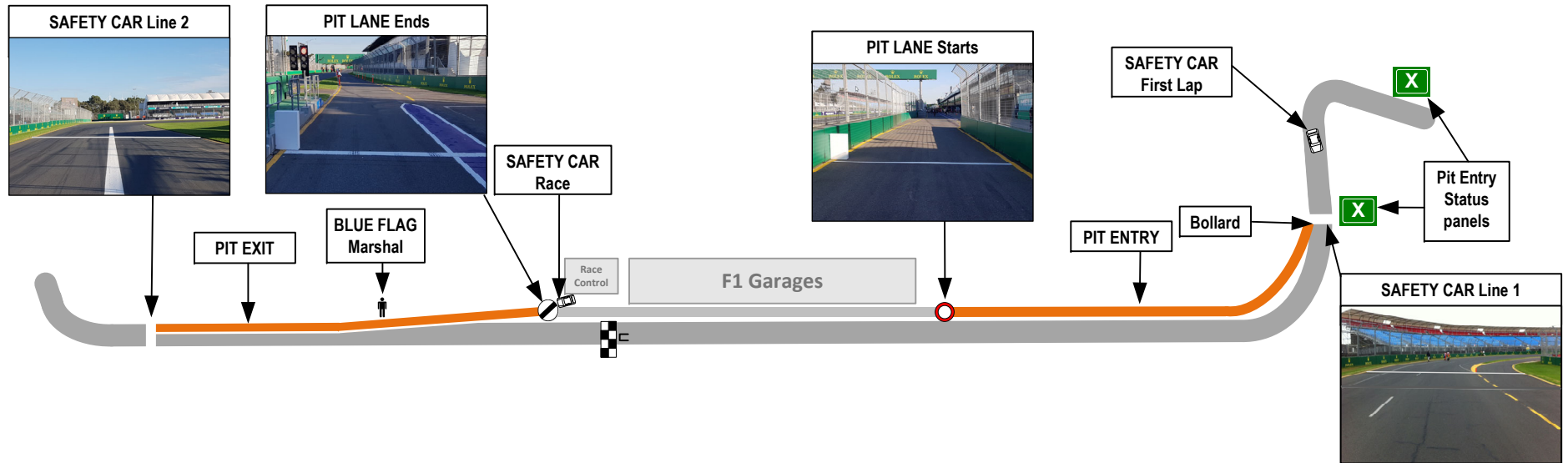
Saturday – Race 1 (pit lane open 10:30)

Trolleys loaded and ready to depart	09:50
Trolleys released to F1 pits	approx. 10:10
Race cars released to F1 pits	approx. 10:15

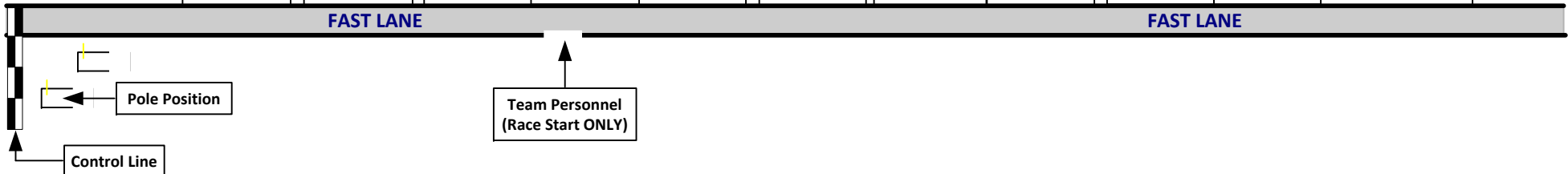
Sunday – Race 2 (pit lane open 08:50)

Trolleys loaded and ready to depart	08:10
Trolleys released to F1 pits	approx. 08:30
Race cars released to F1 pits	approx. 08:35

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A	B	C	D	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	
FOM	FOM	FOM	Red Bull	Red Bull	Red Bull	Ferrari / Red Bull	Ferrari	Ferrari	Ferrari	Ferrari	Mercedes	Mercedes	Mercedes	Mercedes / Alpin	Alpine	Alpine	Alpine	McLaren	McLaren	McLaren	A. Romeo / McLaren	Alfa Romeo	Alfa Romeo	Alfa Romeo	Aston Martin	Aston Martin	Aston Martin	Aston Martin	Aston Martin	A. Martin / Haas	Haas	Haas	Haas	Alpha Tauri	Alpha Tauri	Alpha Tauri	Williams / A. Tauri	Williams	Williams	Williams	FIA	FIA	FIA	FIA	FIA
			Jenzer			Campos					Carlin			VAR			Hitech			MP			ART			Trident			Prema			PHM													Designated Garage Areas



MELBOURNE EVENT

30TH MARCH – 2ND APRIL 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 trolleys or 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 30th March

15:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:00 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 31st March

06:50 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 01st April

08:30 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

Sunday 02nd April

06:50 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 Australia 31/03-02/04/23 (23F3R02MEL)

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

Carryover
Not Applicable.

Minimum Pressure, Camber limits, Wear Life

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

	FE Camber Limit		RE Camber Limit	
FP & Q	-4.75°		-3°	FP & Q
Race	-4.25°		-3°	Race
	Hard	Avg wear @15 Laps N/A %	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 reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are advised Wet tyres mounted for the Australian race activity are scheduled to be stripped at the end of the event. All rims will be returned to teams for onwards transport.