



# 2023 MONACO EVENT

24 to 28 May 2023

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	24
<b>To</b>	All Teams, All Officials	<b>Date</b>	26 May 2023
		<b>Time</b>	06:25

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**Title** 2023 F3 Monaco Event Notes V3  
**Description** 2023 F3 Monaco Event Notes V3  
**Enclosed** 2023 F3 Monaco Event Notes V3.pdf

**Claro Ziegahn**

**The FIA Formula 3 Race Director**

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**EVENT NOTES V3**  
**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 V2.](#)

**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

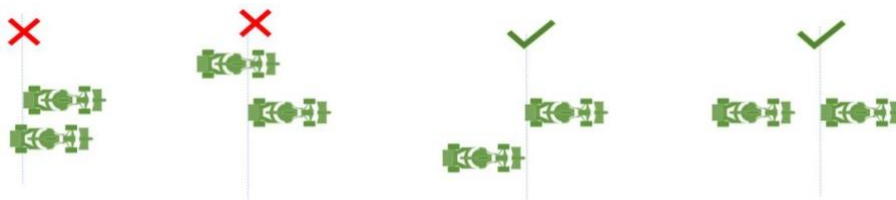
8.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the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

11.2. At this event, team guests may choose to use a shuttle bus to transfer from the support paddock to the F1 pit lane. A detailed description and further information of this procedure are described in the attached document – F3 Event Procedures

## 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.

### **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.

### **16) Additional signals at Pit Exit**

16.1. There are two yellow arrows located on driver's right on track just before pit exit. These arrows will flash whenever a car is leaving the pit lane to warn drivers on track.

16.2. A yellow arrow is located on driver's right at pit exit for cars leaving the pit lane. It will flash whenever the pit exit road is blocked. In this situation, a driver may cross the solid line at pit exit and take turn 1 in the normal way.

### **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.

### **18) Turn 10-11 Escape Road**

18.1. If a car uses the escape road at Turn 10-11 (Chicane), the driver may re-join the track only when the lights, operated by the marshal on the spot, are turned to green.

### **19) DRS**

19.1. 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 18, 19, 1, 2

### **20) Pit Lane**

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

### **21) Pit Lane Barriers**

21.1. F1 Teams have been instructed to ensure their barriers are no more than one meter from the garages.

### **22) Practice Starts**

22.1. No practice starts may be carried out at the end of the pit lane.

22.2. 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).

22.3. Practice starts may only be carried out on the track at the end of the practice session. Any cars on the track when the chequered flag is shown may then complete another lap, and instead of entering the pits, proceed to the grid and carry out a practice start.

22.4. All drivers carrying out a practice start must do so by pulling as far forward on the grid as possible and, if necessary, should wait for others to carry out a start before getting to a grid position further forward. Under no circumstances should a driver make a practice start if another car is still stationary in front of him on the same side of the grid.

22.5. If any driver appears to be disregarding any of the above, a red flag will be displayed and the possibility to carry out any further practice starts will be immediately terminated for all drivers.

22.6. Any cars that are not returning to the grid to make a practice start at the end of the session and the cars having done a practice start must enter the F1 pit lane. All cars will then transfer behind a Course Car and exit the circuit at Turn 8.

**23) Reconnaissance Laps**

23.1. 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.

**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 pit lane exit.

**26) Suspending a race**

26.1. In case of a race suspension, cars will be stopped in the fast lane of the pits at the end of the last garage instead of the white line at pit exit lights. This will provide rooms for the teams and allow lapped cars to be pushed to the front of the line.

Claro Ziegahn  
The FIA Formula 3 Race Director

# MONACO EVENT

24<sup>TH</sup> TO 28<sup>TH</sup> MAY 2023

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## 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 F3 weigh platform area at 24<sup>th</sup> of May 2023

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#### Wednesday 24<sup>th</sup> May

**15:30** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

**18:30** All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

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#### Thursday 25<sup>th</sup> May

**11:30** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

**16:45** All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

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#### Friday 26<sup>th</sup> May

**08:40** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

#### 2,5 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

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#### Saturday 27<sup>th</sup> May

**08:15** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

#### 2,5 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

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#### Sunday 28<sup>th</sup> May

**05:15** All teams tyres will be released from the FIA Formula 3 tyre parc fermé

#### A.S.A.P after end of car Parc fermé

All tyres must be returned to the Pirelli service area

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