



2021 LE CASTELLET

17 to 20 June 2021

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|-------------|---------------------------------|-----------------|--------------|
| From | The FIA Formula 3 Race Director | Document | 29 |
| To | All Teams, All Officials | Date | 19 June 2021 |
| | | Time | 07:48 |

Title Event Notes V2

Description Track Limits and post Race Procedure

Enclosed 2021 Le Castellet Event Notes V2.pdf

Bob Kettleboro

The FIA Formula 3 Race Director

2021 LE CASTELLET F3 - EVENT

17 to 20 June 2021

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| From | The FIA Formula 3 Race Director | Document | 29 |
| To | FIA Formula 3 Teams and Officials / The Stewards | Date | 19 June 2021 |
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EVENT NOTES – Version 2.

General Instructions

1) Matters arising from the Barcelona event.

2) Pit lane map.

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.

3.1 With reference to Article 12.8 of the Technical Regulations see the attached document provided by the official tyre supplier.

4) Drivers' Meeting.

4.1 In order to avoid any possible miscommunication during the Drivers' Meeting, teams are not allowed to start the engines on Thursday between 17.00 and 17.30 hours.

5) Transfer Procedure from support paddock to F1 pit lane.

5.1 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.

6) Track light panels.

6.1 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.

7) Drivers leaving their pit stop position in the pit lane.

7.1 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.

7.2 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.

- 7.3 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.
- 7.4 For reasons of safety and sporting equity, drivers must not drive through another team's pit bay after being released from their pit stop position.

8) Head and Eye Protection during reconnaissance laps.

- 8.1 For safety reasons, all team personnel carrying out any work on a car during the time the pit lane is open for reconnaissance laps prior to the race start must comply with the head and eye protection defined in Article 28.10 of the 2021 F3 Sporting Regulations.

9) Fuel pressure release in parc fermé.

- 9.1 For safety reasons, teams are authorized to appoint one person specifically in order to release the pressure inside the fuel cell when cars return after each session.
- 9.2 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.
- 9.3 This person will not count as far as Article 21.5 of the 2021 FIA F3 Sporting Regulations (team personnel limitation) is concerned.

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) Changes to the circuit.

12.1 Resurfacing has taken place in the following locations.

- a) Entry of Turn 1 through to the exit of Turn 2.
- b) Point 2.5 through to the exit of Turn 7.
- c) Point 7.5 through to point 9.5.
- d) Point 10.5 through to Turn 13.
- e) Turn 14 through to the exit of Turn 15.
- f) The Pit Entry Road from where it leaves the track until the first garage.

12.2 The Barrier separating the pit straight and the pit entry has been extended by approximately 15 M

13) Formula 1.

13.1 F1 Teams have been asked to keep their barriers no more than 2 meters from the garages during all support race practice sessions and races.

13.2 F3 teams are not permitted to access the F1 pit walls until 15 minutes after the end of a Formula 1 session.

14) Practice starts.

14.1 During Practice and Qualifying, practice starts may only be carried out after the pit exit lights on the right-hand side (in the slow lane of the second part of the pit lane). For the avoidance of doubt, it is not permitted to carry out practice starts during the time the pit exit is open prior to the start of races.

14.2 For reasons of safety and sporting equity, cars may not stop in the fast lane of the pits at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

14.3 For safety reasons, it is forbidden to carry out burn outs from your pit position during practice and qualifying, is also forbidden to carry out bite point checks or burn outs at any time in the F3 garages or paddock.

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

15.1 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, no part of any car leaving the pit exit may cross this line.

The dotted white line across the pit exit is the track edge.

15.2 For safety reasons drivers must keep to the right of the bollard at the pit entry when they are entering the pits.

15.3 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 red and white 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.

16) Cutting the Chicanes.

Turns 1 and 2.

16.1 a) Any driver who fails to negotiate Turn 2 by using the track and who passes completely to the right of the first fluorescent yellow bollard on the apex of the corner, must keep completely to the right of the fluorescent yellow bollard and re-join the track by driving through the two arrays of blocks in the run off by passing to the right of the first and to the left of the second.

16.2 Turns 3-5.

a) Any driver who fails to negotiate Turn 4 by using the track and who passes completely to left of the fluorescent yellow bollard on the apex of the corner, must keep completely to the left of the fluorescent yellow bollard and re-join the track by driving to the left of the block in the run off prior to Turn 5.

16.3 Turn 6 Exit.

- a) A lap time achieved during the races by leaving the track on the exit of Turn 6, will result in that lap time being invalidated by the Stewards. A driver will be judged to have left the track if no part of car remains in contact with the track.

16.4 Turns 8 and 9

- a) Any driver going straight on at turn 8 must re-join the track by driving through the four arrays of blocks in the escape road, to the left of the first, to the right of the second, to the left of the third and to the right of the fourth.

16.5 General – Turns 1-2, Turns 3-5, Turn 6 Exit, Turns 8-9.

- a) Each time any car fails to negotiate Turns 1-2 and/or Turns 3-5 and /or Turn 6 Exit and/or Turns 8-9 by using the track as described above, teams will be informed via the official messaging system.
- b) On the third occasion of a driver failing to negotiate Turns 1-2 and/or Turns 3-5 and/or Turn 6 Exit and/or Turns 8-9 by using the track during the race, he will be shown a black and white flag, any further cutting will be reported to the Stewards.
- c) In all cases detailed above, the driver must only re-join the track when it is safe to do so and without gaining a lasting advantage.
- d) The above requirements will not automatically apply to any driver who is judged to have been forced off the track, each case will be judged individually.

17) Fire extinguishers around the circuit.

- 17.1 Indicated by Red boards with a white letter "F".

18) Places to remove cars from the track.

- 18.1 Indicated by fluorescent orange panels on the walls or guardrails.

- 18.2 Should a car stop on the track during a session, the driver must keep all of the protective clothing (Helmet, Gloves, ect) on until they have returned to their garage.

19) Removing cars from the grid.

- 19.1 Two gates in the pit wall, the first in front of pole position and the second beside grid position 16.

20) Car number light panels for the start.

- 20.1 On the drivers right.

21) Track light panel displaying pit entry status.

- 21.1 Light panels 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.
- 21.2 Light panels indicated on the pit lane map will display a flashing red cross if the pit lane is closed at any point during the race.

22) End of practice procedure.

- 22.1 After taking the chequered flag drivers should slow down and continue to the F1 pit lane, they will then continue to the pit exit, when the pit exit light is green, cars may continue on track to turn 1 where they must leave the track on the left- hand side to return to the paddock.

23) End of Qualifying procedure.

- 23.1 After taking the chequered flag drivers should slow down and continue to the F1 pit lane, they will then continue to the pit exit without stopping, when the pit exit light is green, cars may continue on track to turn 1 where they must leave the track on the left- hand side to return to the paddock parc fermé.

24) Post Race, Parc Fermé

- 24.1 After taking the chequered flag drivers should slow down and continue on the lap, the first 3 cars should stop on the Grid for the podium procedure, all other cars must enter the pit lane and then continue to the pit exit without stopping, when the pit exit light is green, cars may continue on track to turn 1 where they must leave the track on the left- hand side to return to the paddock parc fermé.

- 24.2 Following the podium procedure the first three cars will remain under parc fermé conditions and will be towed by the teams to the paddock parc fermé.
- 24.3 Drivers must drive slowly and with caution at all times when driving on the paddock service road.
- 25) **Any other business.**

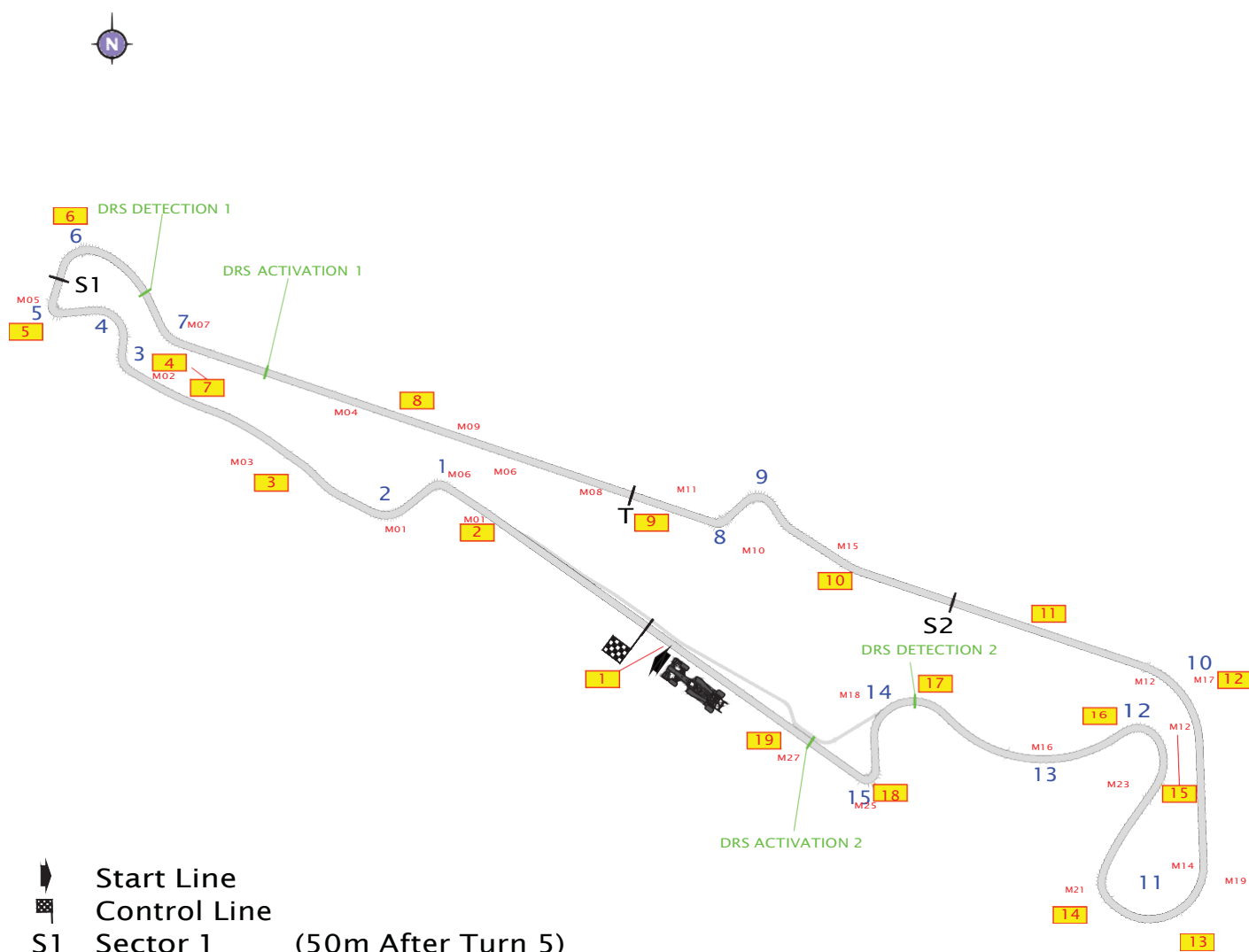
A handwritten signature in black ink, appearing to read 'BK--e', located below the list of items.

Bob Kettleboro
Race Director
FIA F3 Championship



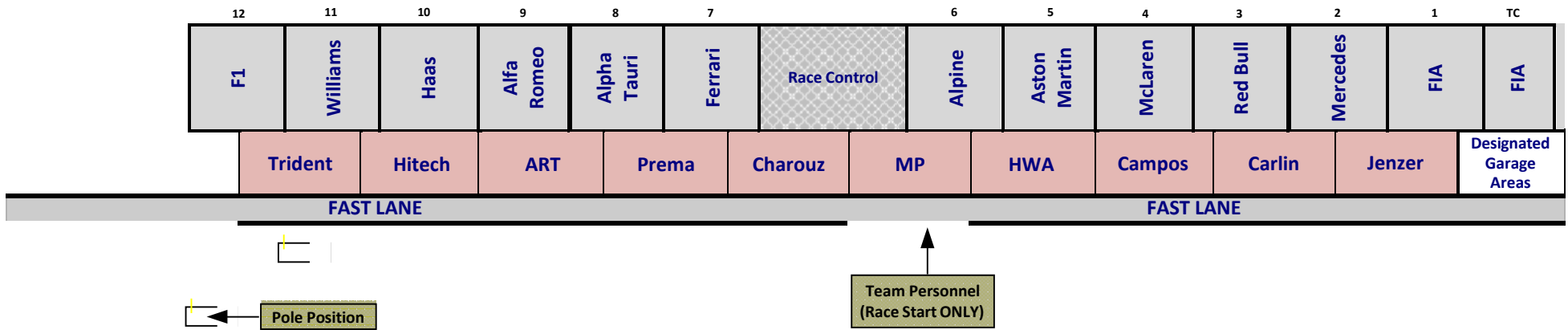
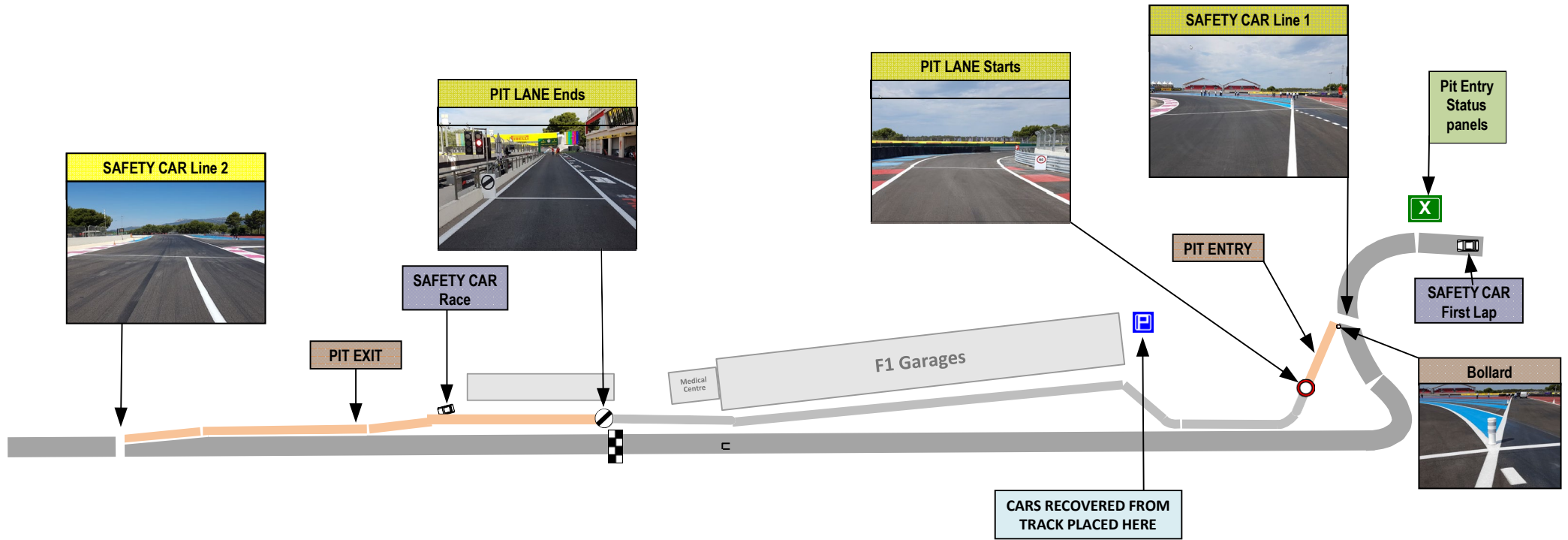
FORMULA 1 EMIRATES GRAND PRIX DE FRANCE 2021 - Le Castellet

Circuit Map



- Start Line
- Control Line
- S1 Sector 1 (50m After Turn 5)
- S2 Sector 2 (370m before Turn 10)
- T Speed Trap (165m Before Turn 8)
- DRS Detection1 (75m Before Turn 7)
- DRS Detection2 (On Turn 14)
- DRS Activation1 (170m After Turn 7)
- DRS Activation2 (115m After Turn 15)
- 15 Corner Numbers
- M22 Marshal Post
- 22 FIA Marshal Light No.

Circuit Centreline Length = 5.842km



LE CASTELLET EVENT

17TH TO 20TH JUNE 2021

TYRE SCHEDULE

(ART. 24.6. 2021 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated adjacent to the Pirelli service area
- **No wet tyres and tyre trolleys** 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 weigh platform area

Thursday 17th June

14:00 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 18th June

08:05 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 19th June

07:55 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

13:00 **One set of dry-weather tyres, used in race ONE, must be returned latest to the Pirelli service area**

2 h after end of car Parc fermé race TWO

All dry NEW and all USED tyres must be deposited in the FIA Formula 3 tyre parc fermé

Sunday 20th June

09:25 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2 h after end of car Parc fermé race THREE

All tyres must be returned to the Pirelli service area



LE CASTELLET - EVENT

17- 20 JUNE 2021

Paddock Departure and Return – Trolley and Race Cars

Friday Practice & Qualifying

Team trolleys will reach the pit lane by turning left from the F3 paddock onto the service road leading round to the track entrance at Turn 1. Cars will be pushed to the holding area on the service road.

Trolleys and cars must keep to the left side, to avoid blocking the main road which must be kept clear for other Teams equipment and cars coming back from previous track sessions.

Trolleys will move first and enter the pit lane through the pit exit. Teams have been parked in the paddock according to pit lane positions, and should aim to proceed to the holding area in the correct order: **Please leave the paddock in F1 pit lane order:**

- | | |
|----------------------|---------------------------|
| 1) Jenzer Motorsport | 6) Charouz Racing Systems |
| 2) Carlin | 7) Prema Racing |
| 3) Campos Racing | 8) ART Grand Prix |
| 4) HWA Racelab | 9) Hitech Grand Prix |
| 5) MP Motorsport. | 10) Trident |

Immediately following the trolleys, cars may be pushed out in the same direction and they will be stopped in the holding area on the service road ready to be released onto the track at Turn 2 under power.

Once on track, all the cars will continue on a lap and enter the pit lane the first time they reach the pit entry.

After Starting the cars mechanics with starters will be taken by vans to the F1 pit lane following the route of the trolleys.

Friday Practice – 10.05 - 10.50

| | |
|---|-------|
| Trolleys loaded and ready to move | 09.25 |
| Proceed in line to track access opening | 09.35 |
| Approx. release of teams to proceed to pit lane | 09.45 |
| Approx. release of cars onto track to proceed to pit lane | 09.55 |

Please instruct your drivers, that when returning to the paddock after sessions they must not to leave their cars in the main roadway outside the paddock.

At the end of all track sessions Trolleys will move to the end of the pit lane and continue on track to Turn 1 and then follow the service road back to the paddock. Teams must exit the pit lane as quickly as possible, to make way for the following track session.

Friday Qualifying – 13.50 - 14.20

| | |
|---|-------|
| Trolleys and equipment loaded and ready to move | 13:10 |
| Proceed in line to track access opening | 13:20 |
| Approx. release of teams to proceed to pit lane | 13:30 |
| Approx. release of cars onto track to proceed to pit lane | 13:40 |

For the Races the movement towards the pits and the pre-assembly procedure will be exactly the same as for Practice and Qualifying. Trolleys and equipment should be ready to move at the following times.

Saturday Race 1 – Pit Lane Open 09.55

| | |
|---|-------|
| Trolleys and equipment loaded and ready to move | 09.15 |
| Proceed in line to track access opening | 09.25 |
| Approx. release of teams to proceed to pit lane | 09.35 |
| Approx. release of cars onto track to proceed to pit lane | 09.45 |

Saturday Race 2 – Pit Lane Open 16.25

| | |
|---|-------|
| Trolleys and equipment loaded and ready to move | 15.45 |
| Proceed in line to track access opening | 15.55 |
| Approx. release of teams to proceed to pit lane | 16.05 |
| Approx. release of cars onto track to proceed to pit lane | 16.15 |

Sunday Race 3 – Pit Lane Open 11.25

| | |
|---|-------|
| Trolleys and equipment loaded and ready to move | 10.45 |
| Proceed in line to track access opening | 10.55 |
| Approx. release of teams to proceed to pit lane | 11.05 |
| Approx. release of cars onto track to proceed to pit lane | 11.15 |

Please Note:

All end of session and end of race procedures will be defined in the Race Directors Event Notes.

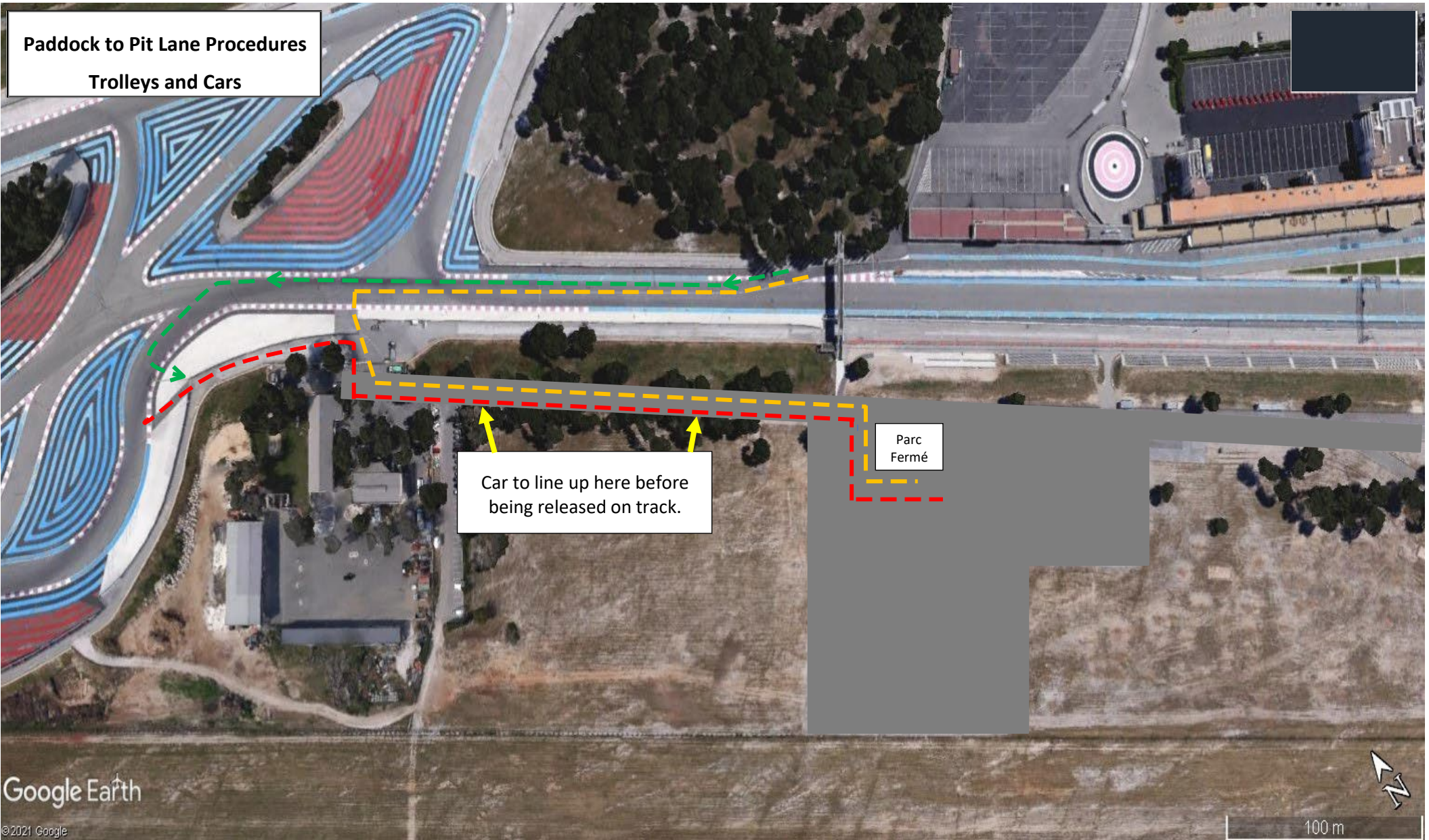


All Event attendees must adopt and promote social distancing, consistent with the local guidance and regulation, in all indoor and outdoor spaces, and as far as practically possible within the constraints of safe working practice. A separation distance of 2 meters between individuals is suggested for 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.

Bob Kettleboro
Race Director
FIA F3 Championship.



**Paddock to Pit Lane Procedures
Trolleys and Cars**

Car to line up here before being released on track.

Parc Fermé

Google Earth

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100 m



Teams and Trolleys, to and from the Pit Lane.

Cars in and out from paddock to track.

Cars from Pit Lane to paddock.

