



2025 SPIELBERG EVENT

26 to 29 June 2025

From The FIA Formula 3 Race Director

Document 6

To All Teams, All Officials

Date 26 June 2025

Time 15:52

Title F3 Spielberg Event Notes 2025 v1

Description F3 Spielberg Event Notes 2025 v1

Enclosed F3 Spielberg Event Notes 2025 v1.pdf

Simon Gnana-Pragasam

The FIA Formula 3 Race Director

From:	The FIA Formula 3 Race Director	Document:	6
To:	FIA Formula 3 Teams and Officials The Stewards	Date:	26 June 2025
		Time:	15:50

Race Director's Event Notes - General Instructions and Information

1. **Pit Lane map to follow in v2**
 - 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.
 - 1.7. Pit Stop Position.
2. **Pirelli Event Preview**
 - 2.1. With reference to Article 10.4 (e) of the Technical Regulations see the attached document provided by the official tyre supplier.
3. **Pre & Post Session / Race Procedure from support paddock to F1 Pit Lane**
 - 3.1. 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.
 - 3.2. A detailed description and further information of this procedure (Pit Lane order and timing) are described in the attached document – F3 Pit Procedures
4. **Tyre Parc Fermé**
 - 4.1. Refer to attached document – F3 Tyre Parc Fermé
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. **Pit Lane Safety** (see F3 Sporting Regulations Article 28.14)
 - 6.1. For safety reasons, during practice and qualifying drivers must not do burnouts 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 burnouts or clutch bite points checks in the paddock, support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
 - 6.3. For safety reasons, 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 safety reasons and sporting equity, drivers must not drive through another team's pit bay at any time.
 - 6.5. At no time may wheel nuts be left on the ground in the Pit Lane.
7. **Fuel pressure release in Parc Fermé** (see F3 Sporting Regulations Article 45).
 - 7.1. For safety reasons, Competitors are authorised to appoint one team member to release the pressure inside the fuel cell when the cars return after each session. In addition, they are authorized to attach fans to the car in the Parc Fermé.
 - 7.2. When the cars are in the Parc Fermé, this team member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.
 - 7.3. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé. When the cars are in the Parc Fermé, this operational staff member must request authorisation to the FIA Technical Delegate on site and they are only authorized to perform the action specified above.

8. **Observing yellow flags during free practice and qualifying**

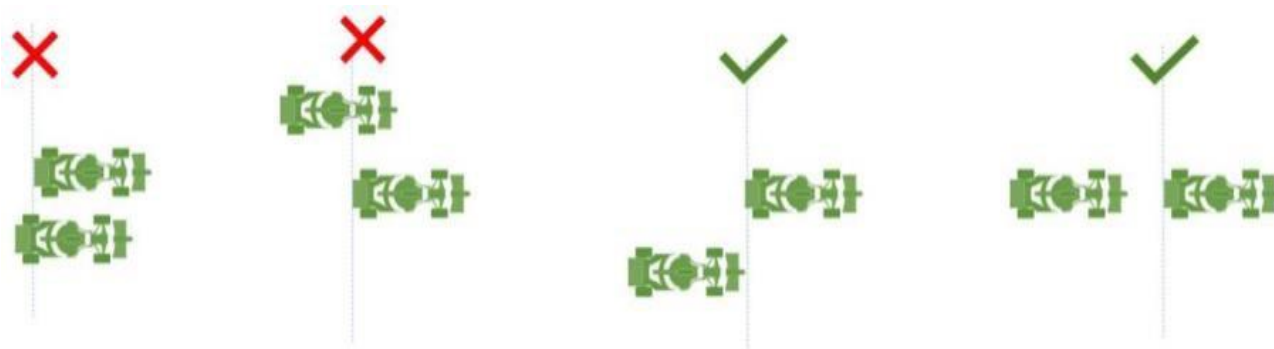
- 8.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. Double 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.
- 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 8.2 above, must remain positive of the delta time in the sector concerned.

9. **Lapping during the race**

- 9.1. 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.
- 9.2. 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.
- 9.3. 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.

10. **Safety Car Procedure / End of VSC period (see F3 Sporting Regulations Articles 40 & 41)**

- 10.1. 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.
- 10.2. At the end of each VSC procedure, Drivers must follow their delta time until the "VSC" on the FIA Light panels have changed to green.
- 10.3. The positioning of the cars in both procedures (Safety Car and VSC) must comply with the below drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the bridge between Turn 8 and Turn 9, until the control line:



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

- New track surface in the pit lane
- Realignment of the white line and added the blue line at turns 1, 3, 4, 6, 7 (entrance) and 8 (exit)

13. Pit Lane

- 13.1. The Pit Lane speed limit is 60 km/h for the entire event.

14. Pit lane Barriers.

- 14.1. F1 Teams have been instructed to ensure their barriers are no more than two meters from the garages.

15. DRS

- 15.1. During **free practice and the races**, DRS Detection will be fully disabled automatically if any of the light panels in any activation zone are displaying yellow. The corresponding light panels are as follows:

- Panels 3, 4, 5, 6, 7, 8, 9, 16, 1, 2

- 15.2. During **qualifying**, DRS Detection will be fully disabled automatically if any of the light panels in any activation zone are displaying yellow. The corresponding light panels are as follows:

- Panels 3, 4, 5, 6, 7, 8, 9, 16, 1

16. Practice starts.

- 16.1. Practice starts are not permitted in the pit lane at any time at this Event.

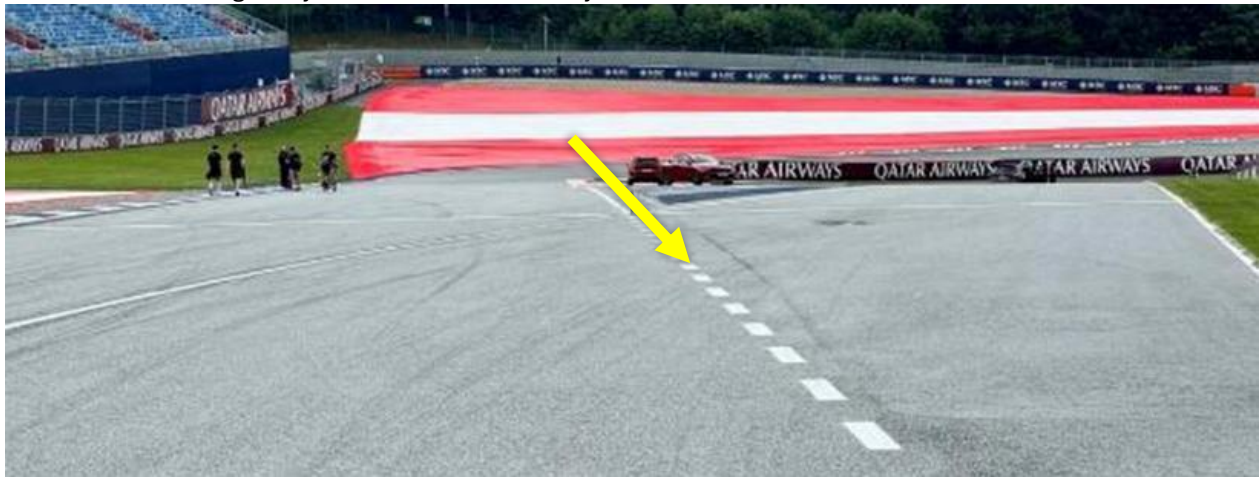
- 16.2. At the end Free Practice, drivers will be given the opportunity to carry out a practice start on the grid.

- a) Any car on track when the chequered flag is shown may complete the lap and proceed to the grid to carry out a practice start. Any drivers in the pit lane who want to carry out a practice start must join the circuit BEFORE the chequered flag is shown.
- b) All drivers carrying out a practice start must pull as far forward on the grid as possible and, if necessary, wait for cars ahead to carry out a start before moving to a grid position further ahead. Under no circumstances should a driver make a practice start if another car is still stationary ahead on the same side of the grid.
- c) 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 starts will be immediately terminated.

- d) After their practice start, all cars will proceed to the exit at Turn 8 and return to the paddock (Parc Fermé).
- 16.3. 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.

17. Lines at the Pit Entry and Pit Exit.

- 17.1. 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 (white lines).
- 17.2. The dotted white line across Pit Entry mark the track edge line.
- 17.3. For the purpose of serving a penalty, any car that crosses the dotted white line with any part of the car, before a VSC or Safety Car is displayed, or the pit lane is otherwise closed is considered as being in the pit lane even though they have not reached Safety Car line 1.



- 17.4. For safety reasons, overtaking is not allowed at the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g. a slow car with an obvious mechanical problem.

18. Track Limits

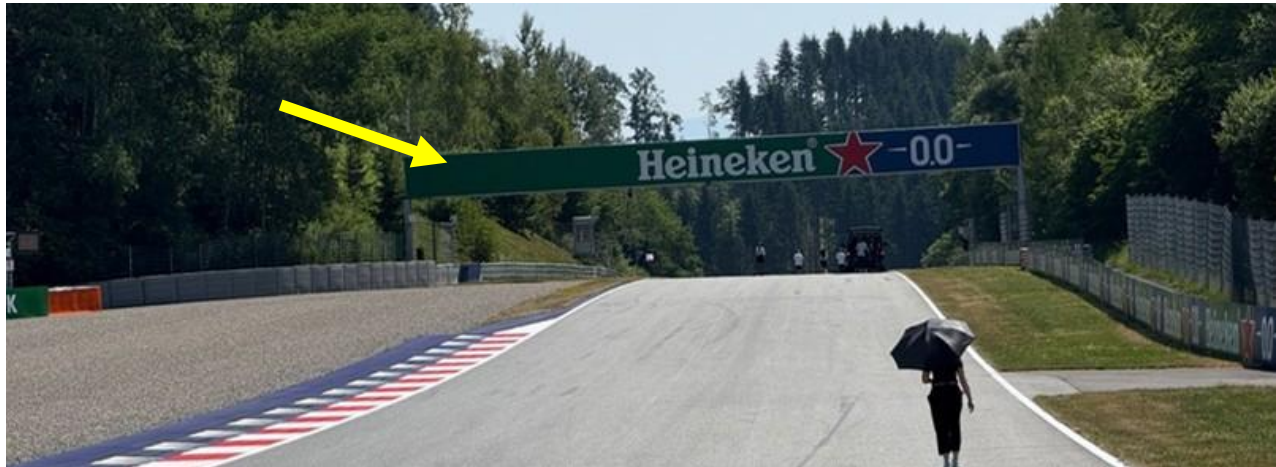
- 18.1. In accordance with the provisions of Article 27.3, the white lines define the track edges.
- 18.2. During Free Practice, Qualifying and the Races, each time a driver fails to negotiate the track limits will result in that lap time being invalidated by the Stewards. For infringements at the entry or exit of Turn 10, the immediately following lap will also be invalidated.
- 18.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

19. Practice and Qualifying etiquette

In accordance with Arts. 27.4 and 31.6 of the F3 Sporting Regulations, drivers not on a fast lap must make all efforts to keep off the racing line. At no point during Practice/Qualifying should drivers remain side by side. When drivers are on the racing line they must ensure that they are travelling at a speed sufficient to not unnecessarily impede any driver on/starting a fast lap.

Additionally, any driver moving slowly on the racing line may be considered to be potentially dangerous to any car that is either approaching quickly or in line behind them.

For clarity, from the bridge between Turn 8 and Turn 9, cars on the racing line must be at full pace:



20. **Fire extinguishers around the circuit**
 - 20.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences/barriers.
21. **Places to remove cars from the track**
 - 21.1. Indicated by fluorescent orange panels/paintings on the barriers.
22. **Removing cars from the grid**
 - 22.1. Through the gates in the pit wall adjacent to grid positions 1 and 12.
23. **Car number light panels for the start**
 - 23.1. On the right-hand side of the grid.
24. **Race Suspension**
 - 24.1. In case of race suspension, cars will be stopped in the fast lane of the F1 Pit Lane, in front of the last garage.
25. **End of Session Procedures**
 - 25.1. At the end of the **practice session** after taking the chequered flag, drivers may either complete the lap to the grid and carry out a practice start, or enter the pit lane directly. Following the practice start, cars will continue to Turn 8 where they must leave the track to enter the support paddock. Any cars in the F1 Pit Lane will be released after the last car has cleared the grid, to leave the track at Turn 8. Drivers must follow marshals' instructions.
 - 25.2. At the end of both races, after taking the chequered flag all cars should progressively slow down, and the podium cars should stay in front of the field, continuing to the F1 Pit Lane for the podium presentation (where they will be under Parc Fermé conditions). All other cars must leave via the exit at Turn 8, turning right through the gate. Drivers must follow marshals' instructions.
 - 25.3. Cars in the F1 Pit Lane at the end of a session will be released to go on track and leave via the Turn 8 exit.
26. **VSC Test**
 - 26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is open, to take part in the VSC test.
27. **Teamwear in the pit lane**
 - 27.1. Article 22.15 of the Sporting Regulations states "all team and technical personnel must wear long trousers in the pit lane during all practice sessions and the races". Teams are reminded that this includes all personnel working near the car including physios, mechanics, engineers, etc.

Simon Gnana-Pragasam
Race Director, FIA Formula 3 Championship



FIA FORMULA 3
CHAMPIONSHIP™

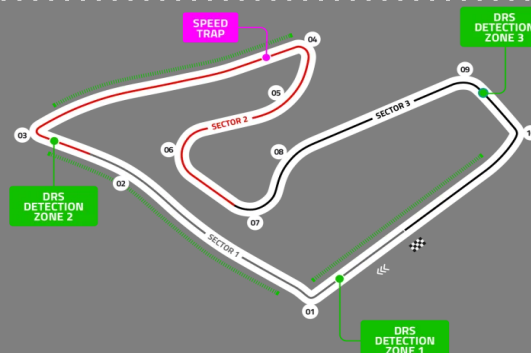
In accordance with Article 10.4.3 e and f of the F3 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A



Grand Prix of Austria - 27/06/25 - (25F3R06SPI)

Circuit Layout



Please note, track map is from the official Formula website and for display purposes only.

Compounds Selection

Compound	FL	FR	RL	RR
Soft	SS6	SS6	SS7	SS7
Hard	SS2	SS2	SS3	SS3
Wet	TK0	TK1	ST2	ST3

Sets	Carry Over
3	Hard
1	
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)
Slicks	13.0
Wets	12.0

	Front (psi)
Slicks	13.0
Wets	13.0

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° FP & Q

-4.25° Race



Wear (from 24R06SPI Race)

Soft	37 %	43 %	Soft
Rear avg @ 15 Laps		Front avg @ 15 Laps	

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, for initial fitting on 25/06. (subject to arrival times)
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area, for initial fitting on 26/06.
- Teams are reminded to remove their rims as soon as possible from the fitting area after sets have been returned.
- Teams are reminded a balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.
- All tyres will be stripped at the conclusion of the event.

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

F3 Paddock Departure and Return – Trolleys and Cars

Please refer to the maps on page 3.

Departure from Support Race Paddock

Teams have been allocated in the below order in the F1 Pit Lane, starting from Pit Entry. Please line up in the **REVERSE** order (Campos first, Hitech TGR last) for the transfer.

1. Hitech TGR	6. DAMS Lucas Oil
2. MP Motorsport	7. Prema Racing
3. Van Amersfoort Racing	8. Trident
4. Rodin Motorsport	9. ART Grand Prix
5. AIX Racing	10. Campos Racing

Team trolleys will reach the pit lane via the road out of the F2/F3 paddock, turning left along the roadway behind the F1 paddock and continuing to the far end which leads to the pit lane access point (Gate 6 near Pit Entry). At the paddock exit, the slope is very steep so teams must take extra care with trolleys and allow each other enough space, to avoid problems/delays. *See map 1.*

Team personnel are permitted to travel to and from the F1 Pit Lane via scooters, which are only permitted to be used in the Paddock for this purpose. Any scooters used for the journey to the F1 Pit Lane must be parked on the paddock side of Gate 6. For safety reasons, scooters used for the procedure above must be used in a safe manner that does not compromise the safety of others. It is compulsory to wear a helmet when riding a scooter.

Race cars will reach the pit lane under power. They will be pushed to the far end of the support paddock nearest to the F1 car park where they will line up in front of the slope leading to the track access gate. Marshals will be there to organise movements. Once trolleys are installed in the pit lane, the cars will be released onto the track to go directly into the pit lane. *See map 3.*

Return to Support Race Paddock

Team vehicles and personnel will leave the F1 Pit Lane by moving to the exit-end of the pit lane in the reverse order (Campos first, Hitech TGR last) passing through Gate 7 and following the roadway back to the paddock.

At the end of the **practice session** after taking the chequered flag, drivers may either complete the lap to the grid and carry out a practice start, or enter the pit lane directly. Following the practice start, cars will continue to Turn 8 where they must leave the track to enter the support paddock. Any cars in the F1 Pit Lane will be released after the last car has cleared the grid, to leave the track at Turn 8 via the gate on the right-hand side. *For safety reasons, cars must NOT exit at Turn 8 directly after taking the chequered flag at the end of Free Practice.*

At the end of the **qualifying session** after taking the chequered flag, cars will slow down and continue to Turn 8 where they must leave the track to enter the support paddock Parc Fermé. Any cars in the F1 Pit Lane at the time of the chequered flag must go on track to drive back to Turn 8 and into the Parc Fermé.

At the end of **both races** after taking the chequered flag all cars should progressively slow down, and the podium cars should stay in front of the field, continuing to the F1 Pit Lane for the podium presentation (where they will be under Parc Fermé conditions). All other cars must leave via the exit at Turn 8. Drivers must follow marshals' instructions. The podium cars will be returned to the support race paddock by recovery trucks. Any other cars in the F1 Pit Lane will be released as soon as possible after the chequered flag, to leave the track at Turn 8.

Pit Lane Procedure 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 loaded and ready to depart	09:10
Trolleys released to F1 pits	approx. 09:30
Race cars released to F1 pits	approx. 09:35

Friday – Qualifying (15:00 – 15:30)

Trolleys loaded and ready to depart	14:20
Trolleys released to F1 pits	approx. 14:35
Race cars released to F1 pits	approx. 14:40

Saturday – Sprint Race (Pit Lane open 09:50)

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

Sunday – Feature Race (Pit Lane open 08:15)

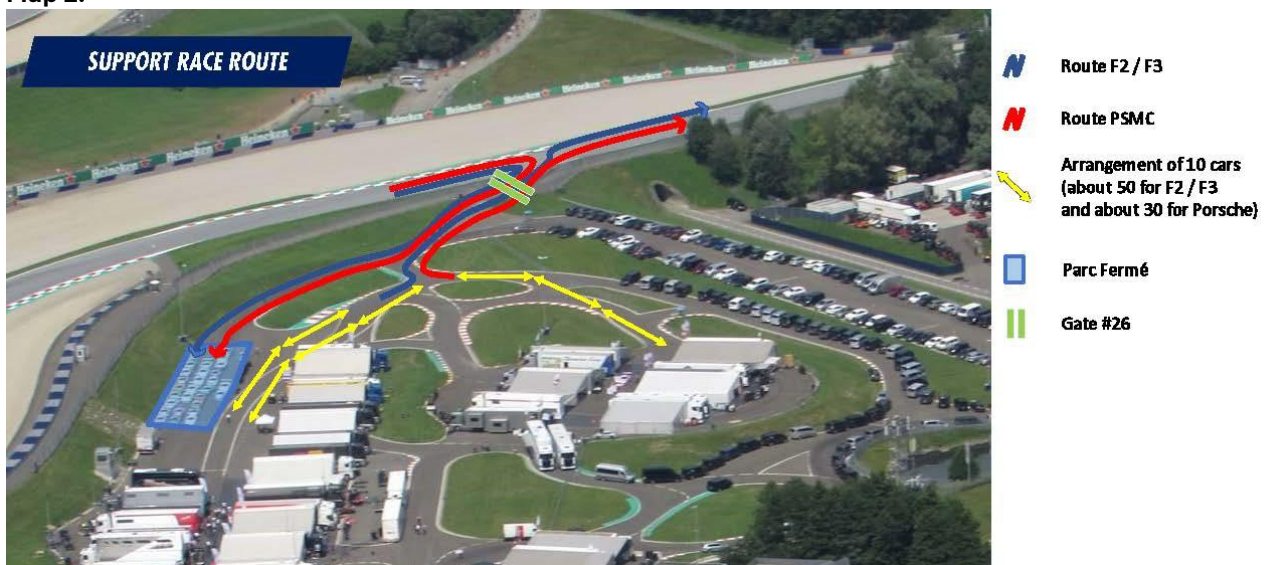
Trolleys loaded and ready to depart	07:35
Trolleys released to F1 pits	approx. 07:50
Race cars released to F1 pits	approx. 07:55

Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship

Map 1:



Map 2:



SPIELBERG EVENT

26TH – 29TH JUNE 2025

TYRE SCHEDULE

(ART. 24.6. 2025 FORMULA 3 CHAMPIONSHIP SPORTING REGULATIONS)

- The Formula 3 tyre parc fermé is situated at the Pirelli service area
- **No tyre 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

Thursday 26th June

13:45 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 27th 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 28th June

07:50 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

Sunday 29th June

06:15 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

FIA Technical Delegate

Jana Muehlner

Issue: 1

26.06.2025