



2024 MONACO EVENT

22nd - 26th May 2024

From	The FIA Formula 3 Race Director	Document	2
To	All Teams, All Officials	Date	22 May 2024
		Time	16:01

Title F3 Monaco Event Notes
Description F3 Monaco Event Notes
Enclosed 2024 F3 Monaco Event Notes v1.pdf

Rui Marques

The FIA Formula 3 Race Director



MONACO EVENT

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General Instructions

1) Pit lane map (to be released in version 2)

- 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) Pirelli Event Preview

- 2.1. With reference to Article 12.9 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 Event Procedures

4) Tyre Schedule

- 4.1. Refer to attached document – F3 Tyre Schedule.

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.
- 6.5. No wheel nuts must be left on the ground at all times.

7) Fuel pressure release in parc fermé

- 7.1. 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.
 - 7.2. When the cars are in the parc fermé, this person must request prior authorization
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from the FIA Technical Delegate on site and is only authorized to perform the action specified above.

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

8) Observing yellow flags during free practice and qualifying

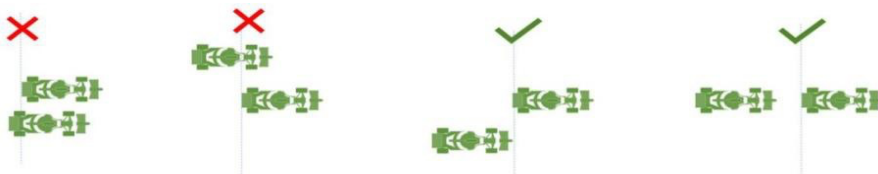
- 8.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. Double 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.

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. 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.
- 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

- 10.1. 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. (...)
- 10.2. 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 entrance of Turn 18 until the driver passes the line.



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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

- Resurfacing between exit Turn 4 until entry Turn 6.
- Resurfacing between exit Turn 6 until entry Turn 10.
- Resurfacing between exit Turn 19 until exit Turn 1.
- FIA fence upgraded with 45 degrees angled upper part between Turn 13 and Turn 15 on LHS.

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 one meter from the garages.

15) DRS

- 15.1. DRS Detection will be automatically disabled in each individual zone if any of the light panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:
- a) DRS Activation 1: Panels 18, 19, 1, 2.

16) Practice starts.

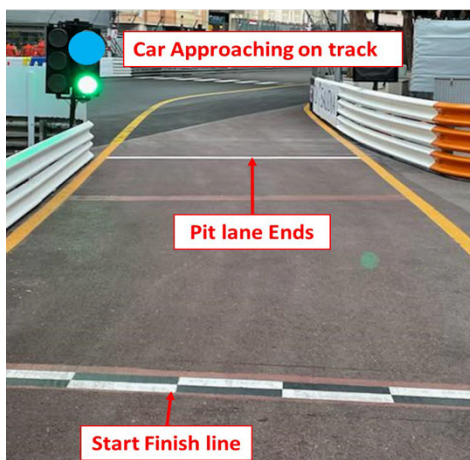
- 16.1. No practice starts may be carried out at the end of the pit lane.
- 16.2. Practice starts may only be carried out on the track at the end of free practice session. Any car on the track when the chequered flag is shown may then complete another lap and, instead of entering the pits, proceed to the grid and carry out a practice start.
- 16.3. 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.
- 16.4. 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.
- 16.5. After making the practice start all cars will return to the pit lane, cars will be allowed to change tyre if necessary. Pit exit light will turn green for the cars proceed behind the course car to the support paddock.

17) Lines or bollards 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 (Yellow Line).
- 17.2. 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) Additional signals at Pit Exit

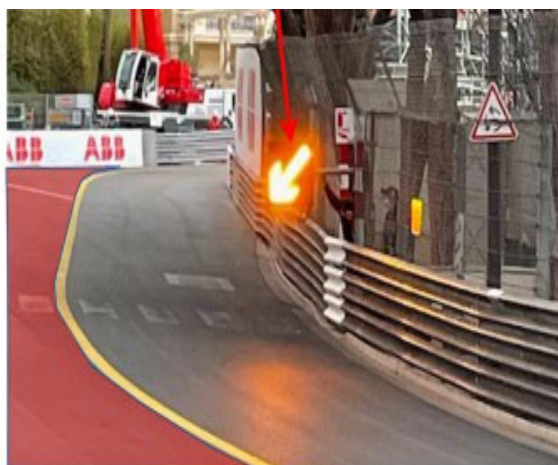
- 18.1. There are two yellow arrows located on driver's right on track just before pit exit. These arrows will flash whenever a car is leaving the pit lane to warn drivers on track.



LEAVING THE PITS



- 18.2. 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.



19) Track Limits.

- 19.1. 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.
- 19.2. The fourth and following offences will be reported to the Stewards, regardless of having displayed the warning flag to the driver beforehand.

20) Turn 10-11 Escape Road

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



21) Fire extinguishers around the circuit

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

22) Places to remove cars from the track

22.1. Indicated fluorescent orange panels/paintings on the barriers.

23) Removing cars from the grid

23.1. Only through pit exit.

24) Car number light panels for the start

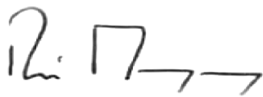
24.1. On the right-hand side of the grid.

25) Suspending a Race

25.1. In case of a race suspension, cars will stop in the fast lane of the pit. The first car must stop at the end of the last garage, rather than going to the pit exit lights. This will provide rooms for the teams and allow lapped cars to be pushed to the front of the line.

26) General – End of Races

26.1. The three podium cars should stay in front of the field and stop at the start line in front of the Royal Box for the podium ceremony. They will be under parc fermé conditions.



Rui Marques
Race Director
FIA Formula 3 Championship



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

Team vehicles and race cars will line up in the support paddock and when released, will follow the Course Car to enter the circuit at Turn 8 to enter the F1 Pit Lane in the above order.

Teams are reminded to be mindful of time management and be ready ahead of schedule.

Buses will be available to shuttle team guests to the F1 Pit Lane. Guests should be at the waiting area in the F3 paddock to board the shuttle prior to each session.

Return to Support Race Pit Lane

Team vehicles will leave the F1 Pit Lane as soon as all race cars have cleared the F1 Pit Lane. At pit exit, teams will proceed on track and exit the circuit at Turn 8. Teams must return the same way they entered in the exact reverse order (MP Motorsport first and Trident last).

At the end of the practice session and after the practice start, all cars should complete the lap and enter the F1 Pit Lane to proceed directly to pit exit. Cars will NOT be allowed to change tyres. The pit exit light will turn green for the cars to proceed behind the course car to exit the track at Turn 8.

At the end of the qualifying session, after taking the chequered flag, all cars should complete the lap and enter the F1 Pit Lane. Cars will be allowed to change tyres if necessary. The pit exit light will turn green for the cars to proceed behind the course car to exit the track at Turn 8 where they will stop in parc ferme. Qualifying tyres must then be re-fitted to those cars selected by the FIA Technical Delegate.

At the end of both races, after taking the chequered flag, the top 3 cars will complete the lap and stop at the start line in front of the Royal Box for the podium ceremony. After the podium ceremony, the respective drivers must wear their safety apparel and helmet to drive the car at slow speed back to turn 8 into support paddock parc ferme.

All other cars will return to the F1 Pit Lane where they will be released back on track behind a course car before the commencement of the podium ceremony and leave the track at Turn 8 to stop in parc ferme.

All cars WILL NOT be permitted to change tyres.

For the interest of engine conservation, teams will be allowed to remove blanking (without removing any other parts) in the pit lane before returning to the support paddock.

Team guest will return to the F3 paddock via the shuttle immediately after each session at pit entry.

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:

Thursday – Practice (13:10 – 13:55)

Team vehicles loaded and ready to depart	11:50
Vehicles & race cars released to F1 pits	approx. 12:35

Friday – Qualifying (11:05 – 11:45)

Team vehicles loaded and ready to depart	10:00
Vehicles & race cars released to F1 pits	approx. 10:40

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

Team vehicles loaded and ready to depart	09:10
Vehicles & race cars released to F1 pits	approx. 10:00

Sunday – Feature Race (pit lane open 07:45)

Team vehicles loaded and ready to depart	06:00
Vehicles & race cars released to F1 pits	approx. 06:40

Rui Marques
The FIA Formula 3 Race Director

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TYRE SCHEDULE

(ART. 24.6. 2024 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 F3 platform area
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Wednesday 22nd May

12:45 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

Thursday 23rd May

10:40 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

2,5 h after end of Session

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

Friday 24th May

08:35 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 25th May

08:00 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 26th May

05:00 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

A.S.A.P after end of car Parc fermé

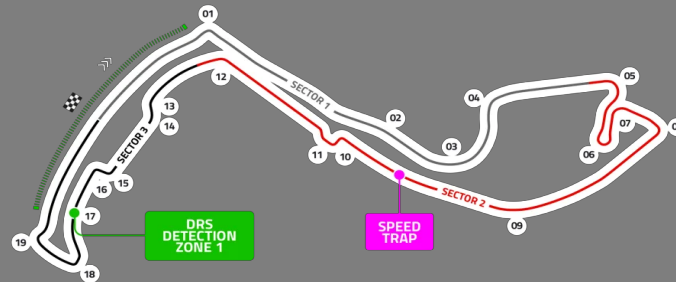
All tyres must be returned to the Pirelli service area

In accordance with Articles 12.9. and 12.10. 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 Monaco - 23/05/24 - (24F3R04MNC)

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	SB4	SB4	SB5	SB5
Wet	SO0	SO1	SO2	SO3

Sets	Carry Over
3	Medium
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	13.0	13.0	Slicks
Wets	12.0	13.0	Wets

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° FP & Q

-4.25° Race



Wear (from 23R04MNC Race)

Soft	28 %	27 %	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 by 13:00 for initial fitting on 21/05.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area by 07:30 for initial fitting on 22/05.
- 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.

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