



2024 SAKHIR EVENT

28 February to 2 March 2024

From The FIA Formula 3 Race Director

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To All Teams, All Officials

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The FIA Formula 3 Race Director

SAKHIR EVENT

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To	FIA Formula 3 Teams and Officials / The Steward	Date	2 March 2024
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Event Notes V4

[Changes in light blue. All other pages from V1 which are not included here remain in full force and effect.](#)

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) 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, only the set of installation tyres detailed in Article 24.1 of the Sporting Regulations can 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

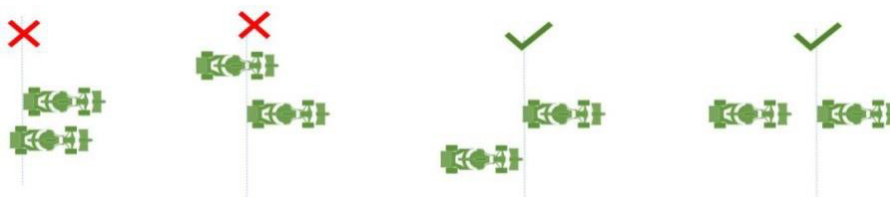
- 6.1. For safety reasons, during practice and qualifying drivers must not do burn outs from their pit stop position, for the avoidance of doubt this also applies when the pit exit is open for reconnaissance laps.
- 6.2. It is not permitted to do burn outs or clutch bite points checks in the paddock, 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

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- 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 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 deleted.
 - 8.3. Double Waved during VSC or SC: Any driver passing through a double waved yellow marshalling sector, in addition to the requirement in 1.2 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 to 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 position of the cars in both procedures (Safety Car and VSC) must comply with the following drawing:



- 10.4. To reduce the risk of an incident at the restart, weaving is not permitted from the 150m distance marker before T14 until 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

12.1 No changes from the event in 2023.

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 four meters 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 particular zone are displaying yellow. The zones and corresponding light panels are as follows:

15.1.1 DRS Activation 1: Panels 3, 4

15.1.2 DRS Activation 2: Panels 11, 12

15.1.3 DRS Activation 3: Panels 18, 1, 2

16) Practice Starts

16.1. Practice starts may only be carried out on the right-hand side after the pit exit lights but before

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the end of the pit signaling wall. For the avoidance of doubt, this includes any time the pit exit is open for the race. Drivers must leave adequate room on their left for another driver to pass.



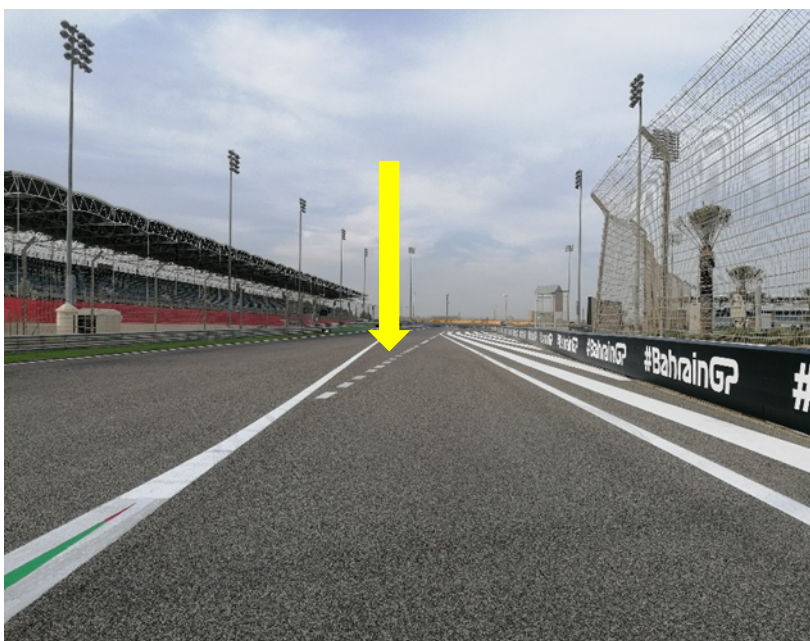
16.2. For reasons of safety and sporting equity, cars may not stop in the fast lane at any time the pit exit is open without a justifiable reason (a practice start is not considered a justifiable reason).

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.

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.

17.3. The dashed white line across pit entry and pit exit marks the track edge line.



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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.
- 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) Fire extinguishers around the circuit

- 19.1. Indicated by white boards with a red fire extinguisher image attached to the debris fences.

20) Places to remove cars from the track

- 20.1. Indicated by fluorescent orange panels/paintings on the barriers.

21) Removing cars from the grid

- 21.1. Through the gate in the pit wall adjacent to grid position 2 and 18.

22) Car number light panels for the start

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

23) Suspending a Race

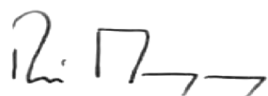
- 23.1. In case of race suspension, cars will be stopped in the fast lane of the pits in front of the pit exit lights.

24) General – End of Sessions

- 24.1. The three podium cars should stay in front of the field and enter the F1 pitlane. They will be under parc fermé conditions and be pushed back to the support pit lane.

25) VSC Test

- 25.1. 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.



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FIA Formula 3 Championship.