



2025 SAKHIR EVENT

10 to 13 April 2025

From	The FIA Formula 3 Race Director	Document	7
To	All Teams, All Officials	Date	11 April 2025
		Time	09:42

Title F3 Bahrain Event Notes 2025 v2
Description Various updates to Event Notes
Enclosed F3 Bahrain Event Notes 2025 v2.pdf

Simon Gnana-Pragasam

The FIA Formula 3 Race Director

From:	The FIA Formula 3 Race Director	Document:	07
To:	FIA Formula 3 Teams and Officials The Stewards	Date:	11 April 2025
		Time:	09:30

Race Director's Event Notes - General Instructions and Information

v2 – changes in light blue

1. **Pit Lane map** **attached**
 - 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 **v2**
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

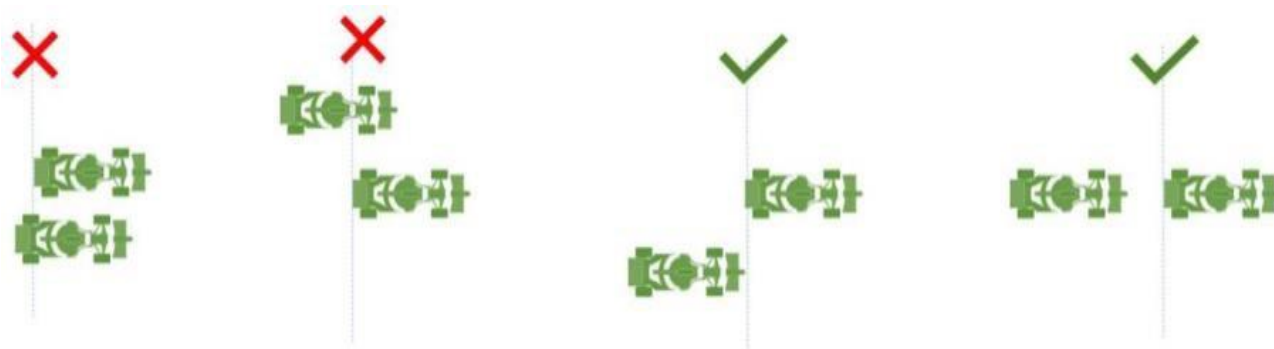
- 8.1. Single waved: Drivers reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. Double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

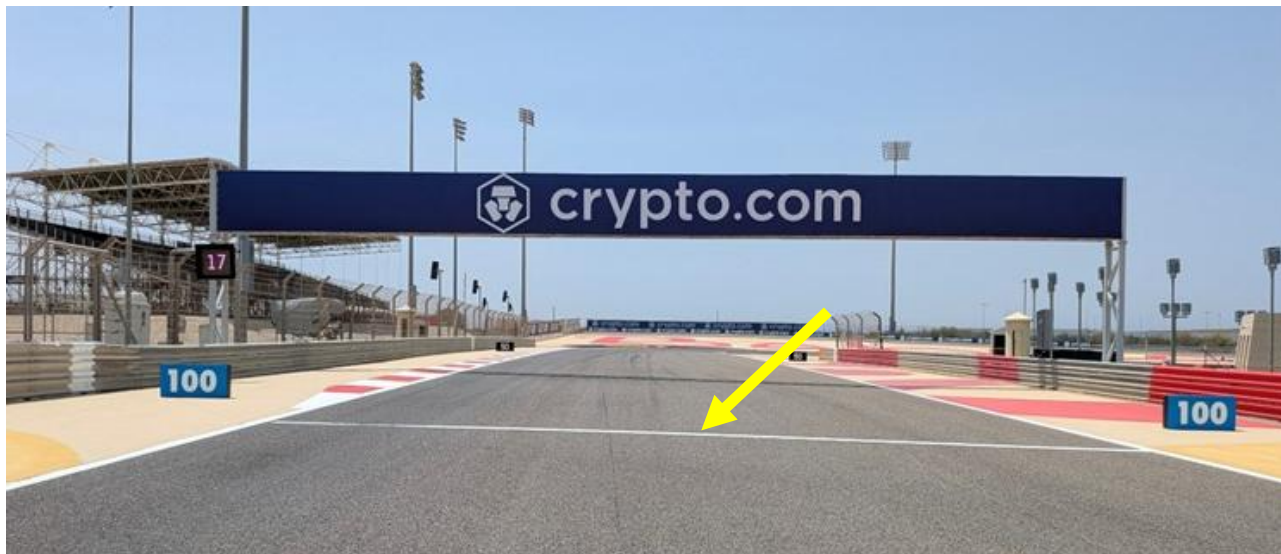
- 9.1. The ISC requires drivers who are caught by another car about to lap him to allow the faster driver past at the first available opportunity. The F1 Marshalling System has been developed in order to ensure that the point at which a driver is shown blue flags is consistent, rather than trusting the 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 white line just before the 100 metre distance marker before Turn 14, until the control line:



- 10.5. In the event of an incident at Turn 1, the Safety Car may be instructed to use the shortcut just before the corner, and all cars must follow.

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

- Exit Turn 4 gravel bed has been extended
- U-drains close to the racing line were closed off by cement and moved away from the white line into the run-off areas
- Repair of the bumps on the start line straight and Turn
- Removed the kerb at Turn 3 RHS (different track configuration)
- Replaced the windows at the start and finish platforms
- Blue line added behind the white line at the entrance of turns 4 and 6.
- Blue line added behind the white line at the exit of turns 2, 4, 10, 11, 13, 14 and 15.

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. During all **free practice sessions and races** 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:

- DRS Activation 1: Panels 3, 4
- DRS Activation 2: Panels 11, 12
- DRS Activation 3: Panels 18, 1, 2

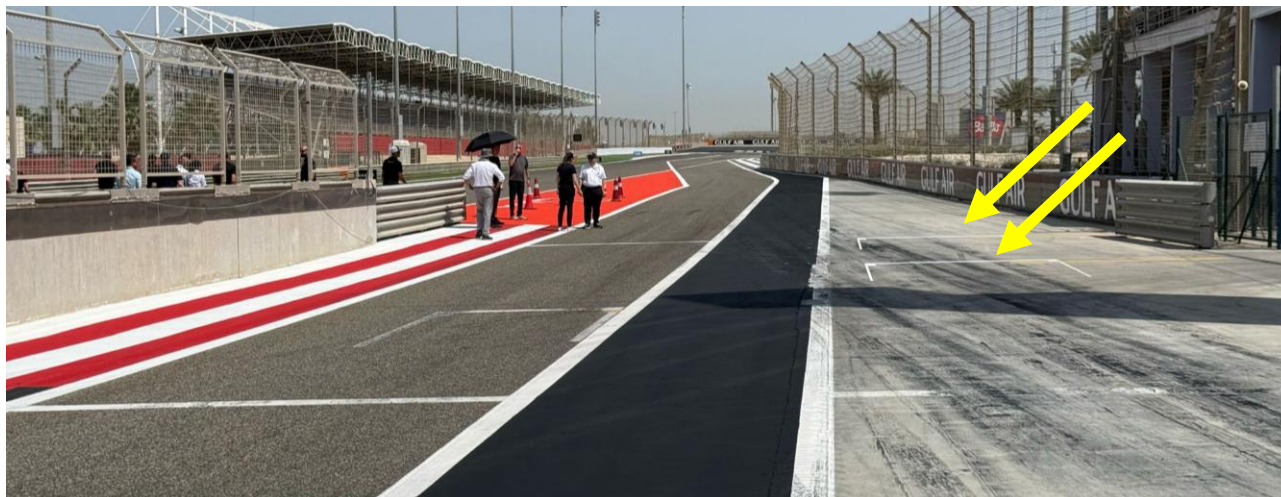
- 15.2 During **qualifying** DRS Detection will be automatically disabled in each individual zone if any of the light

panels in that zone are displaying yellow. The zones and corresponding light panels are as follows:

- DRS Activation 1: Panels 3, 4
- DRS Activation 2: Panels 11, 12
- DRS Activation 3: Panels 18, 1

16. Practice starts.

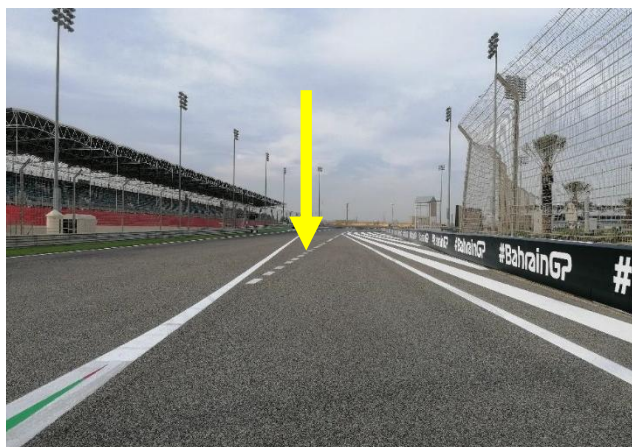
- 16.1. Practice starts may only be carried out from the marked boxes on the right-hand side of the pit lane (for the avoidance of doubt, this includes any time the Pit Exit is open for the race). Drivers must leave adequate room on their left for another driver to pass.



- 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).
- 16.3. For reasons of safety and sporting equity, at any time the Pit Exit is open, and practice starts are permitted to be carried out, any driver who wishes to perform a practice start must form up in a line and leave in the order they got there unless another car is unduly delayed.

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 lines across Pit Entry and Pit Exit mark the track edge line.



Pit Exit



Pit Entry

- 17.3. 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.

17.4. In accordance with Chapter 4, Article 4 of Appendix L to the ISC any driver passing to the right hand side of the bollard at pit entry will be considered as entering the pit lane.

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 15, the immediately following lap will also be invalidated.

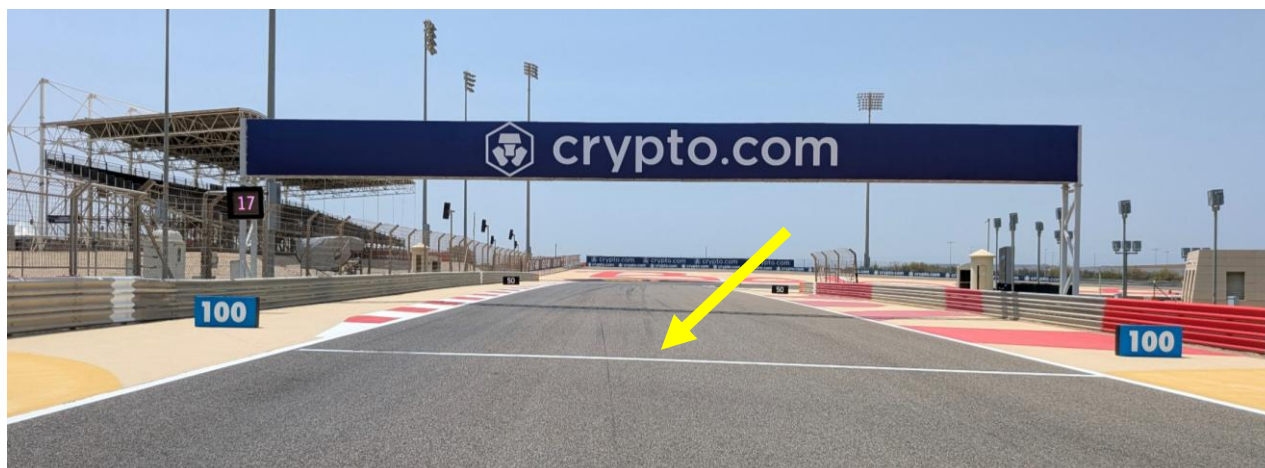
18.3. The fourth and following offences will be reported to the stewards, regardless of having displayed the warning flag to the driver beforehand.

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 white line prior to the 100 metre distance marker before Turn 14, 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 6, 18 and garage 30.

23. Car number light panels for the start

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

24. Suspending a Race

24.1. In case of race suspension, cars will be stopped in the fast lane of the F1 Pit Lane, in front of the pit exit lights.

25. End of Session Procedures

25.1. At the end of the **practice and qualifying** sessions, after taking the chequered flag, all cars must continue to Turn 10, where they will leave the track to enter the support race Pit Lane.

25.2. At the end of both **races** after taking the chequered flag, the three podium cars should stay in front of the

field and complete the lap to the F1 Pit Lane for the podium presentation. All other cars must continue to Turn 10 where they will leave the track to enter the support race Pit Lane.

26. **VSC Test**

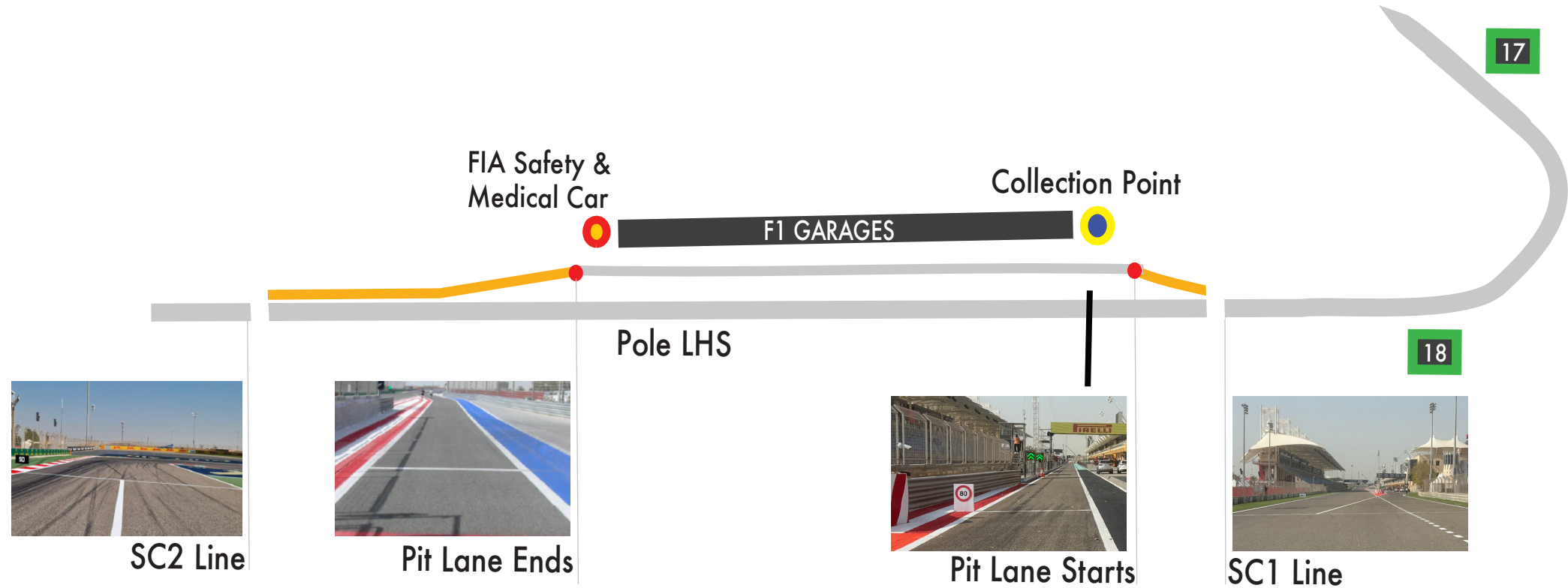
- 26.1. A VSC test will take place at the beginning of the practice session. All cars must leave the Pit Lane immediately after the Pit Exit is open, to take part in the VSC test.

27. **Support Race Pit Lane Emergency Route**

- 27.1 All teams are made aware that the Support Race Pit Lane may be used by emergency vehicles as a route to the Medical Centre during ANY session, and must therefore keep the fast lane clear **at all times**.



Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship



35	34	33	32	31	30		29	28	27	26	25	24		23	22	21	20	19	18		17	16	15	14	13	12		11	10	9	8	7	6		5	4	3	2	1	0		C	B	A
SAUBER	SAUBER	SAUBER	SAUBER	WILLIAMS	WILLIAMS		WILLIAMS	RACING BULLS	RACING BULLS	RACING BULLS	RACING BULLS	HAAS		HAAS	HAAS	ALPINE	ALPINE	ALPINE	ALPINE		ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	ASTON MARTIN	MERCEDES	MERCEDES		MERCEDES	RED BULL	RED BULL	RED BULL	RED BULL	FERRARI		FERRARI	FERRARI	MCLAREN	MCLAREN	MCLAREN	MCLAREN		FOM	FIA	FIA
Rodin				VAR			MP			Hitech				Campos			ART			Trident			PREMA			DAMS			AIX															
FAST LANE																																												



FIA FORMULA 3
CHAMPIONSHIP™

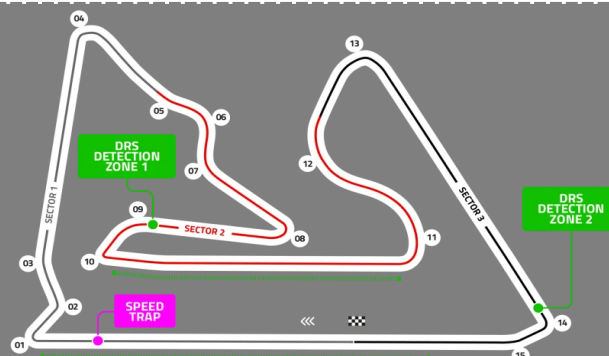
In accordance with Article 10.4.3 e and f of the F3 Technical Regulations, this document contains the prescriptions for the operation of tyres during the following event.

Document Version 1, Issue A



Grand Prix of Bahrain - 11/04/25 - (25F3R02BAH)

Circuit Layout



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

Compounds Selection

Compound	FL	FR	RL	RR
Hard	SS2	SS2	SS3	SS3
Wet	ST0	ST1	ST2	ST3

Sets	Carry Over
4	Not Applicable.
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)
Slicks	14.0
Wets	13.0

	Front (psi)
Slicks	14.0
Wets	14.0

Minimum Cambers (degrees)

Rear Camber Limits

FP & Q -3°

Race -3°

Front Camber Limits

-4.75° FP & Q

-4.25° Race



Wear (from 24R01BAH Race)

Hard	27 %
Rear avg @ 15 Laps	

18 %	Hard
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 09/04.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area, for initial fitting on 10/04.
- 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

F3 Paddock Departure and Return – Trolleys and Cars v2 – changes in light blue

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 (starting from Pit Entry):

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

Trolleys will leave the Oasis pits first. At the pit exit they proceed straight ahead, then bear right onto the oval circuit (“the Loop”) and round to the start of the F1 pits. At each visit, trolleys will wait here until a signal to advance is given by the pit marshals.

After trolleys have left the garages, teams may push their cars to the Oasis pit exit and, when the signal is given from the pit marshal, start engines. Once all equipment is installed in the F1 pits, **cars will proceed under power from the Oasis pit exit, via the Loop, to the F1 pit lane.**

Team personnel may enter the F1 pit lane at either end – whichever is closer or more convenient. At the Oasis exit, there is a short-cut through to the F1 pit lane by the side of the Medical Centre.

Return to Support Race Pit Lane

Teams and trolleys exit the pitlane by turning right before pit exit.

At the end of the practice and qualifying sessions, after taking the chequered flag, all cars must continue to Turn 10, where they will leave the track to enter the support race Pit Lane.

At the end of both races after taking the chequered flag, the three podium cars should stay in front of the field and complete the lap to the F1 Pit Lane for the podium presentation. All other cars must continue to Turn 10 where they will leave the track to enter the support race Pit Lane. The podium cars will be under Parc Fermé conditions to be pushed back via the Medical Centre.

All cars in the F1 Pit Lane at the end of each session will be allowed to go on track and continue to Turn 10 where they must leave the track to enter the support race Pit Lane. Recovery will be arranged for cars which cannot be driven.

Continued...

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 (10:55 – 11:40)

Trolleys loaded and ready to depart	10:15
Trolleys released to F1 pits	approx. 10:30
Race cars released to F1 pits	approx. 10:35

Friday – Qualifying (16:00 – 16:30)

Trolleys loaded and ready to depart	15:20
Trolleys released to F1 pits	approx. 15:35
Race cars released to F1 pits	approx. 15:40

Saturday – Sprint Race (Pit Lane open 13:00)

Trolleys loaded and ready to depart	12:20
Trolleys released to F1 pits	approx. 12:35
Race cars released to F1 pits	approx. 12:40

Sunday – Feature Race (Pit Lane open 12:40)

Trolleys loaded and ready to depart	12:00
Trolleys released to F1 pits	approx. 12:15
Race cars released to F1 pits	approx. 12:20

Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship

SAKHIR EVENT

10TH – 13TH APRIL 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 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 10th April

13:15 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 11th April

08:55 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 12th April

11:00 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 13th April

10:40 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

10.04.2025