



2026 BUDAPEST EVENT

23 to 26 July 2026

From The FIA Formula 3 Race Director

To All Teams, All Officials

Document 8

Date 24 July 2026

Time 08:31

Title F3 Budapest Competition Notes 2026 v2

Description Various updates to Event Notes

Enclosed F3 Budapest Competition Notes 2026 v2.pdf

Simon Gnana-Pragasam

The FIA Formula 3 Race Director

From: The FIA Formula 2 Race Director

Document: 8

To: FIA Formula 2 Teams and Officials
The Stewards

Date: 24 July 2026

Time: 08:20

Race Director's Competition Notes - General Instructions and Information

V2 – changes in magenta

1. **Pit Lane map** – see separate document
 - 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. Tracklight panels displaying pit entry status.
2. **Pirelli Technical Preview.**
 - 2.1. With reference to Article 10.4.3 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 Pit Lane, prior to all sessions/races, only the set of installation tyres detailed in Article 24.1 of the F3 Sporting Regulations can be used.
 - 3.2. A detailed description and further information of this procedure (Pit Lane order and timings) are described in the attached document – F3 Pit Procedures **v2**
4. **Wheel/Tyre Protocols**
 - 4.1. F3 Tyre Schedule – attached
 - 4.2. Refer to attached document – Race Director's Communications – Tyres and Pit Stop Procedures
 - 4.3. In accordance with Article 37.4 of the F3 Sporting Regulations, "fully fitted" means that all work relating to the wheels, including checking the torque of the wheel nuts, must be completed before the three-minute signal. Tyre pressure checks are permitted until team personnel are required to be clear of the grid.
5. **Track light panels.**
 - 5.1. The FIA tracklight panels are installed as shown on the circuit map. In accordance with Appendix H to the International Sporting Code (ISC), the light signals have the same meaning as flag signals.
 - 5.2. In case of an incident, the yellow and double yellow light panels will be mirrored on the following panels:
 - Panel 8 mirrors Panel 9
6. **Pit Lane Safety** (see F3 Sporting Regulations Article 28.14)
 - 6.1. 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. Burnouts or clutch bite point checks are not permitted in the paddock, Support Pit Lane, garage areas and in the Pit Lane at any time during the Competition.
 - 6.3. 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. 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.
 - 6.6. For the avoidance of doubt, Article 27.4 of the F3 Sporting Regulations applies to the pit entry road, the pit lane, and the pit exit road at all times, including the reconnaissance laps.
7. **Fuel pressure release in Parc Fermé** (see F3 Sporting Regulations Article 45).
 - 7.1. 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 authorised to attach fans to the car in the Parc Fermé.

- 7.2. Competitors are authorised to appoint one operational staff member to download data in Parc Fermé.
- 7.3. When the cars are in the Parc Fermé, the appointed staff members referred to in articles 7.1 and 7.2 must request authorisation from the FIA Technical Delegate on site, and are only authorized to perform the action specified.

8. **Yellow flags/light panels**

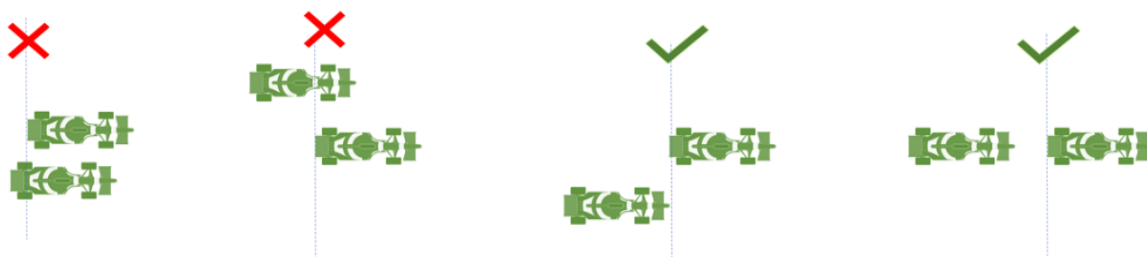
- 8.1. Single waved: Reduce speed, do not overtake, and be prepared to change direction. There is a hazard beside or partly on the track. It must be evident that a driver has reduced speed; this means a driver is expected to have braked earlier and/or noticeably reduced speed in that marshalling sector.
- 8.2. Double waved: Reduce speed significantly, do not overtake, and be prepared to change direction or stop. There is a hazard wholly or partly blocking the track and/or marshals working on or beside the track. 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 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 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 to ensure that the point at which a driver is shown blue flags is consistent, rather than relying solely on marshals to identify such situations.
- 9.2. The system will be set to give a pre-warning when a 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 that they are 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 (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 FIA Light panels have changed from "VSC" 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 gantry on the approach to Turn 13, 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 ISC. Additionally, Article 9.15 of the ISC 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.

Competition-Specific Instructions

12. Changes to the circuit.

- Asphalt repairs approaching Turn 1 and Turn 12.
- Moved the TSP 15 to 10 meters from S2 line.
- New TSP 16 at 100 meters from Turn 12

13. Pit lane Barriers.

- 13.1. F1 Teams have been instructed to ensure their barriers are no more than three metres from the garages.

14. DRS

- 14.1. During all sessions/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 20, 1, 2, 3, 4, 5, 14, 15, 16

15. Practice starts

- 15.1. Practice starts may only be carried out from the marked boxes on the right-hand side after the pit exit lights (for the avoidance of doubt, this includes any time the Pit Exit is open for the races). Drivers must leave adequate room on their left for another driver to pass.
- 15.2. 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).
- 15.3. 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.



16. Lines at the Pit Entry and Pit Exit.

16.1. In accordance with Chapter 4, Articles 4 and 6 of Appendix L to the ISC, drivers must follow the procedures at Pit Entry and Pit Exit (white lines).

16.2. **The solid line indicates the track edge at Pit Entry. The dotted line indicates the track edge Pit Exit.**
The dotted white line marks the track edge line at Pit Entry:



Pit Entry (arrow relocated)



Pit Exit

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



16.4. For safety reasons, overtaking is prohibited in the pit entry road after crossing Safety Car Line 1, unless in exceptional circumstances e.g. a slow car with an obvious mechanical problem.

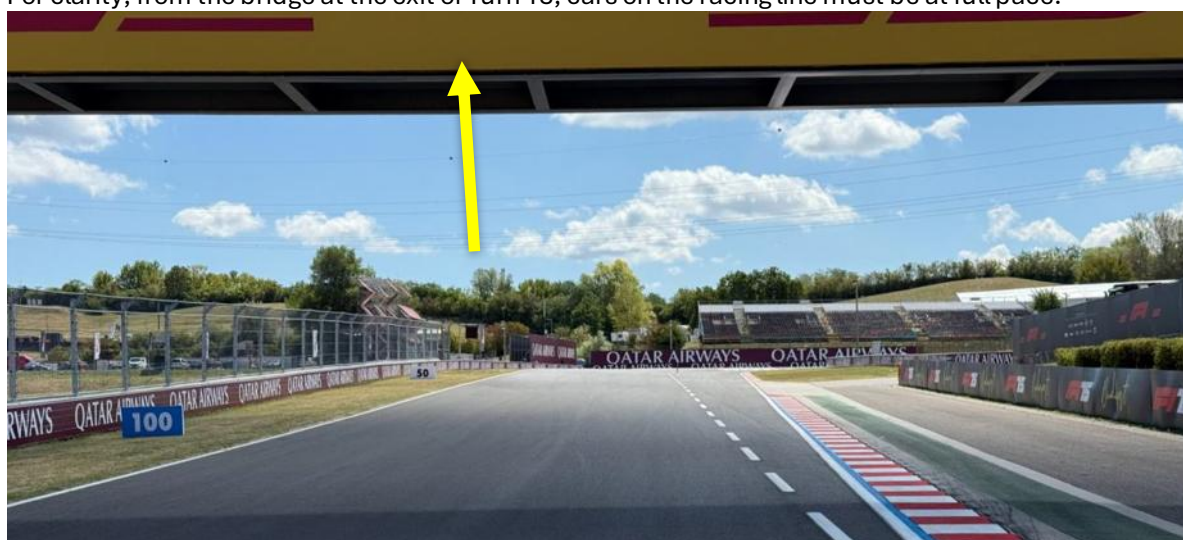
17. **Track Limits.**

- 17.1. In accordance with Article 27.3 of the F3 Sporting Regulations, the white lines define the track edges.
- 17.2. 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. For infringements at the entry or exit of Turn 14, the immediately following lap will also be invalidated.
- 17.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

18. **Practice and Qualifying etiquette**

In accordance with Articles 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 potentially dangerous to any car that is either approaching quickly or in line behind them.

For clarity, from the bridge at the exit of Turn 13, cars on the racing line must be at full pace:



19. **Exit points from the track.**

- 19.1. Indicated by fluorescent orange panels/paint on the barriers; 2m sections indicate vehicle exit points, 50cm sections indicate personnel exit points.

20. **Removing cars from the grid.**

- 20.1. Through the gates in the pit wall adjacent to grid positions 6 and 18. Should a car be recovered using the gate at position 18, for safety reasons team personnel are not allowed beyond the speed limit line in the pit lane when retrieving the car.

21. **Car number light panels for the start**

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

22. **Race Suspension**

- 22.1. In case of race suspension cars will be stopped in the fast lane of the F1 Pit Lane. The first car should stop in line with the last team garage, not in front of the pit exit lights, to provide space for the teams and to allow lapped cars to be reordered if necessary.
- 22.2. In exceptional circumstances the pit entry may be closed before cars have returned to the pit lane, for safety reasons. In such circumstances all cars must proceed slowly to the starting grid, the first car to arrive on the grid should occupy pole position and others should fill the remaining grid positions in the order they arrive. The remainder of the procedures detailed in Articles 42.3, 42.4, 42.5 and 43 of the F3 Sporting Regulations shall remain unchanged but will be conducted on the grid instead of in the fast lane.

23. **End of Session Procedures**

- 23.1. At the end of the **practice** and **qualifying** sessions after taking the chequered flag, all cars will progressively slow down and leave the track via the exit at Turn 13. Drivers must follow marshals' instructions.
- 23.2. At the end of both **races**, after taking the chequered flag all cars will 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 13. Drivers must follow marshals' instructions.
- 23.3. Cars in the F1 Pit Lane at the end of a session will be released to go on track and leave via the exit at Turn 13.

24. **VSC Test**

- 24.1. A VSC test will take place during the transfer lap to the F1 Pit Lane before Free Practice. All cars must be on track to take part in the VSC test.

25. **Other Items**

25.1. **Pit Entry road – Yellow flag**

In case of an incident or obstruction in the pit entry road, a yellow flag will be used to warn drivers. This flag has no meaning to cars on track.



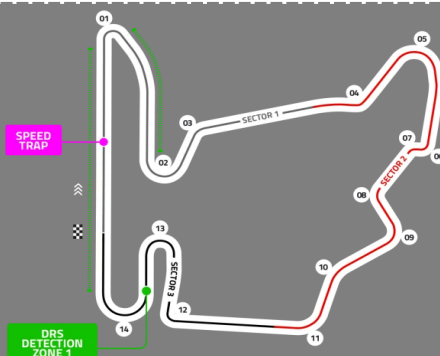
Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship

In accordance with Articles 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 2, Issue A

Grand Prix of Hungary - 24/07/26 - (26F3R07BUD)

Circuit Layout



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

Compounds Selection

Compound	FL	FR	RL	RR
Medium	SS4	SS4	SS5	SS5
Hard	SS2	SS2	SS3	SS3
Wet	TS0	TS1	TS2	TS3

Sets	Carry Over
3	Hard (New)
1	
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 25R09BUD Race)

Medium	23 %	30 %	Medium
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 22/07.
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area, for initial fitting on 23/07.
- Reminder: Please remove rims as soon as possible from the fitting area after sets have been returned.
- Reminder: A balancer will be made available until the last tyre is stripped on the final day, to check rims for damage.
- One set of the Medium tyres is to be carried into the Madrid test 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

V2 – changes in Magenta

Departure from Support Race Pit Lane

Teams have been allocated in the below order in the F1 Pit Lane (starting from Pit Entry):

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

Team trolleys and personnel will leave the paddock in the REVERSE order above (**Rodin** first, **Prema** last) and turn left, proceeding to the gate at the top of the slope and stopping at the gate. A clear passage must be left on one side for emergency vehicles. When instructed by the marshals, teams will go on track and enter the F1 Pit Lane.

Race cars must be pushed to the paddock entrance and lined up in the REVERSE order above (**Rodin** first, **Prema** last). All cars will be started from here with drivers in the cars. When given instructions by the marshals, they will leave the paddock under power, turning right to move down the service road and proceed on track at Turn 2 to come to the F1 Pit Lane.

Return to Support Paddock

Teams and trolleys will leave the F1 Pit Lane at pit exit onto the track and enter the Support Paddock at Turn 2.

At the end of the **practice and qualifying sessions**, after taking the chequered flag, all cars will progressively slow down and leave the track via the exit at Turn 13 to go into the Support Paddock Parc Fermé area. Drivers must follow marshals' instructions.

At the end of **both races** after taking the chequered flag, all cars will progressively slow down and leave the track via the exit at Turn 13 where they must leave the track to go into the Support Paddock Parc Fermé area. The podium cars should stay in front of the pack and complete the lap to the F1 Pit Lane for the podium presentation (under Parc Fermé conditions). The podium cars will be returned to the Support Paddock by recovery trucks.

Any cars in the F1 Pit Lane at the end of each session will be released on track as soon as possible, and must continue to Turn 13 where they will exit to the Support Paddock Parc Fermé area.

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	09:15
Trolleys released into 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

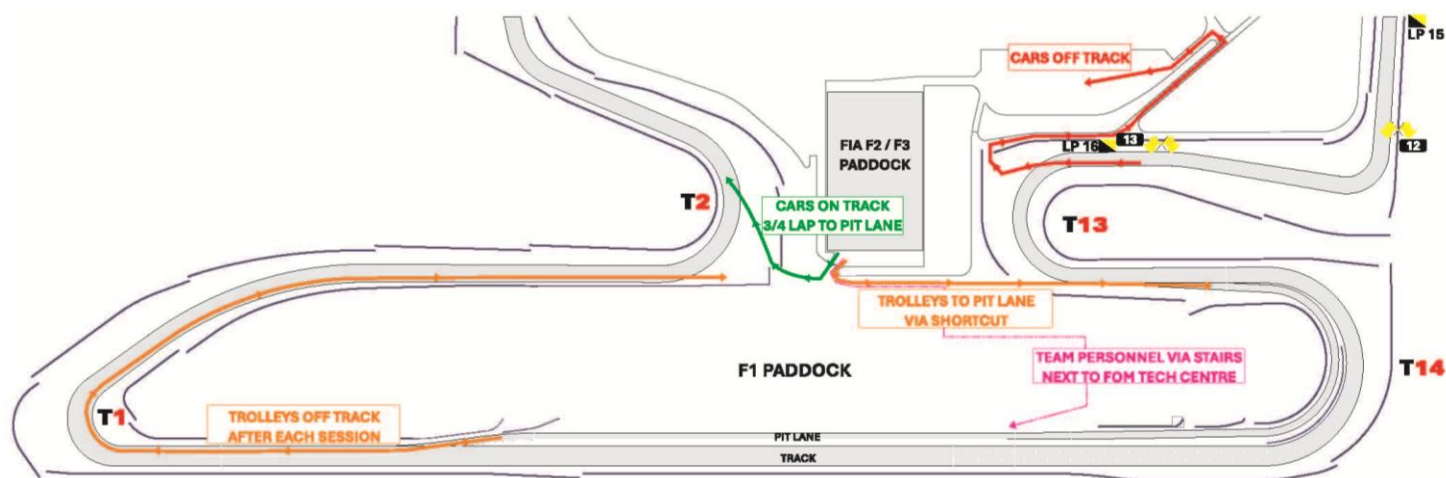
Saturday – Sprint Race (Pit Lane open 09:50)

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 08:25)

Trolleys loaded and ready to depart	07:45
Trolleys released to F1 pits	approx. 08:00
Race cars released to F1 pits	approx. 08:05

Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship



DOUBLE YELLOW ON PANELS #15 & 16 AND ON MARSHAL POSTS 12 & 13 FOR CARS HAVING RECEIVED THE CHEQUERED FLAG.
AFTER THE RACES THE PODIUM FINISHERS ENTER THE PIT LANE.

PROCEDURE TIMINGS ARE FEATURED IN THE DETAILED TIMETABLE.
INSTRUCTIONS OF THE OFFICIALS MUST BE RESPECTED.



FIA FORMULA 3
CHAMPIONSHIP™

BUDAPEST EVENT

23RD – 26TH JULY 2026

TYRE SCHEDULE

(ART. 24.6. 2026 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 **F2** weigh platform area

Thursday 23rd July

13:45 All teams' tyres will be released from the FIA Formula 3 tyre parc fermé

18:30 All dry tyres must be deposited in the FIA Formula 3 tyre parc fermé

Friday 24th July

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 25th July

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 26th July

06:25 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

23.07.2026