



# 2026 MELBOURNE EVENT

## 5 to 8 March 2026

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<b>From</b>	The FIA Formula 3 Race Director	<b>Document</b>	6
<b>To</b>	All Teams, All Officials	<b>Date</b>	05 March 2026
		<b>Time</b>	14:52

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**Title** F3 Melbourne Competition Notes 2026  
**Description** F3 Melbourne Competition Notes 2026  
**Enclosed** F3 Melbourne Competition Notes 2026.pdf

**Simon Gnana-Pragasam**

**The FIA Formula 3 Race Director**

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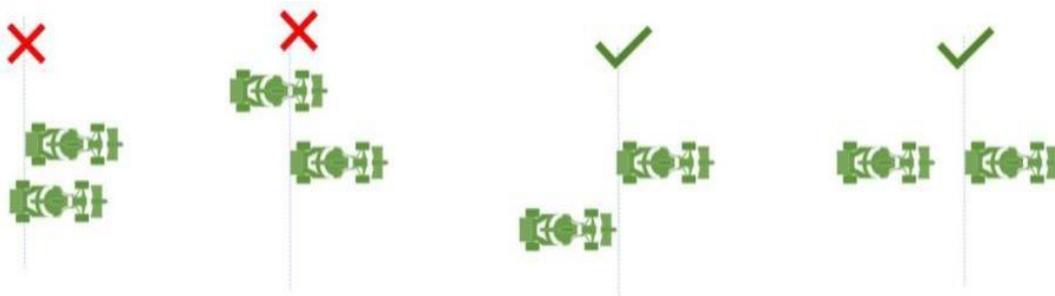
<b>From:</b> The FIA Formula 3 Race Director	<b>Document:</b> 6
<b>To:</b> FIA Formula 3 Teams and Officials The Stewards	<b>Date:</b> 5 March 2026
	<b>Time:</b> 14:45

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### Race Director's Competition Notes - General Instructions and Information

1. **Pit Lane map** – see separate document, to be published.
  - 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 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.
  - 4.2. In accordance with Article 37.4 of the 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 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.
  - 5.2. In case of an incident, the yellow and double yellow light panels will be mirrored on the following panels:
    - Panel 8 will mirror Panel 9
  
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 100 meters distance

marker at the entrance of Turn 13 until the 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.

**Competition-specific Instructions**

**12. Changes to the circuit**

- Realignment of the white line and the barrier at the exit of Turn 2 on the right-hand side.
- The gravel strip at the exit of Turn 6 replaced by a grass strip.
- Realignment of the white line at the exit of Turn 10 on the left-hand side.
- The concrete apron behind the kerb removed and replaced with turf at the exit of Turn 10 on the left-hand side.
- Lines at the circuit repainted with FIA approved paint.

**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 three meters from the garages.

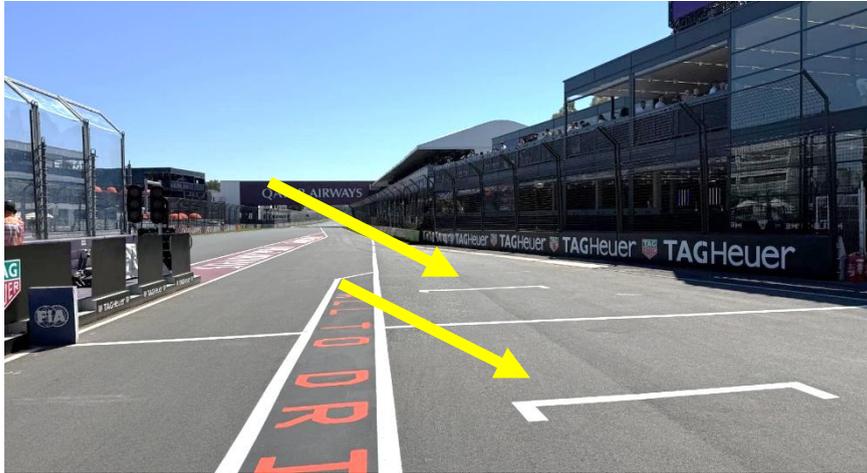
**15. DRS**

- 15.1. During all sessions, 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, 11, 12, 13, 14, 15, 16, 17

**16. Practice starts.**

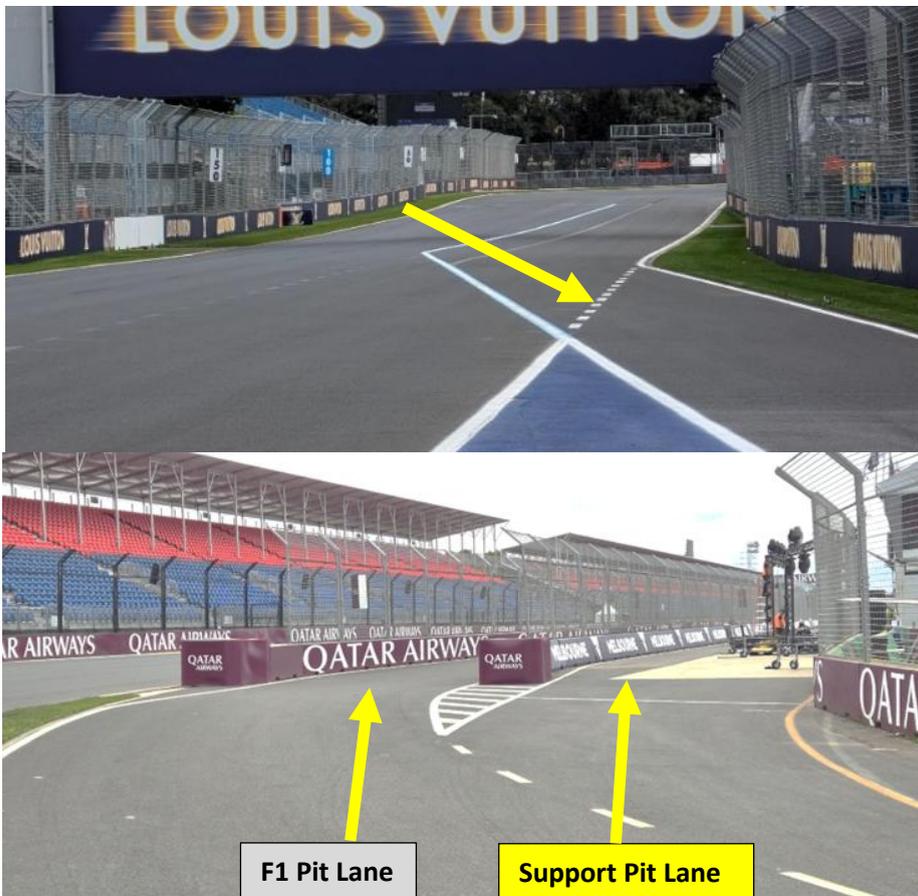
- 16.1. Practice starts may only be carried out from the marked 'grid boxes' on the right-hand side of the pit lane near Pit Exit (for the avoidance of doubt, this includes any time the Pit Exit is open for the race). Drivers must leave adequate room on their left for another driver to pass:



- 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.
- 17.2. The dotted white line across Pit Exit marks the track edge line.



- 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. Except in a case of force majeure (accepted as such by the Stewards), the crossing by any part of the tyre, in any direction, of the line at the right-hand side in the pit entry road as signalling in the picture below, by a driver is prohibited (as denoted by yellow arrow below).



**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. 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, after the bridge after Turn 12, cars on the racing line must be at full pace:



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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 gate in the pit wall adjacent to grid positions 5 and 23.
23. **Car number light panels for the start**  
23.1. On the left-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. The first car should stop in line with the last team garage (garage 1)  
24.2. 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.
25. **End of Session Procedures**  
25.1. At the end of the **practice** session all cars must continue after taking the chequered flag, and leave the track via the Support Pit Lane. Drivers must follow marshals' instructions.  
25.2. At the end of the **qualifying** session all cars must continue after taking the chequered flag, and leave the track via the Support Pit Lane, proceeding directly to Parc Fermé. Drivers must follow marshals' instructions.  
25.3. 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 (these cars will be under Parc Fermé conditions, and be pushed back to the Support Paddock Parc Fermé by the teams). All other cars must leave the track via the Support Pit Lane, proceeding directly to Parc Fermé. Drivers must follow marshals' instructions.  
25.4. Cars in the F1 Pit Lane at the end of a session will be released on track as soon as possible to leave via the Support 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.



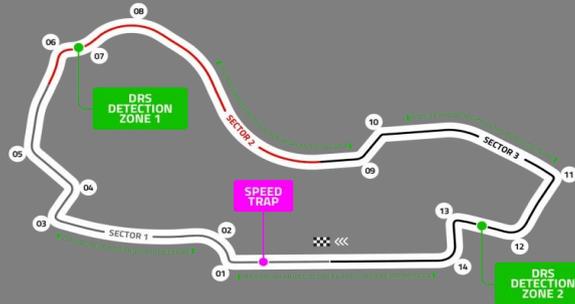
Simon Gnana-Pragasam  
Race Director  
FIA Formula 3 Championship

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 1, Issue A

## Grand Prix of Australia - 06/03/26 - (26F3R01MEL)

### Circuit Layout



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

### Compounds Selection

Compound	FL	FR	RL	RR
<b>Medium</b>	SS4	SS4	SS5	SS5
<b>Wet</b>	TS0	TS1	TS2	TS3

Sets	Carry Over
<b>4</b>	<b>Not Applicable.</b>
<b>2</b>	

### Prescriptions and Wear Life

#### Minimum pressures (psi)

	Rear (psi)	Front (psi)	
<b>Slicks</b>	15.0	14.0	<b>Slicks</b>
<b>Wets</b>	13.0	14.0	<b>Wets</b>

#### Minimum Cambers (degrees)

##### Rear Camber Limits

**FP & Q** -3°

**Race** -3°

##### Front Camber Limits

-4.75° **FP & Q**

-4.25° **Race**



#### Wear (from 25R01MEL Race)

<b>Medium</b>	15 %	10 %	<b>Medium</b>
	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 04/013
- Teams are kindly asked present **Slick** rims to the Pirelli Service Area, for initial fitting on 05/03.
- 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.

### 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

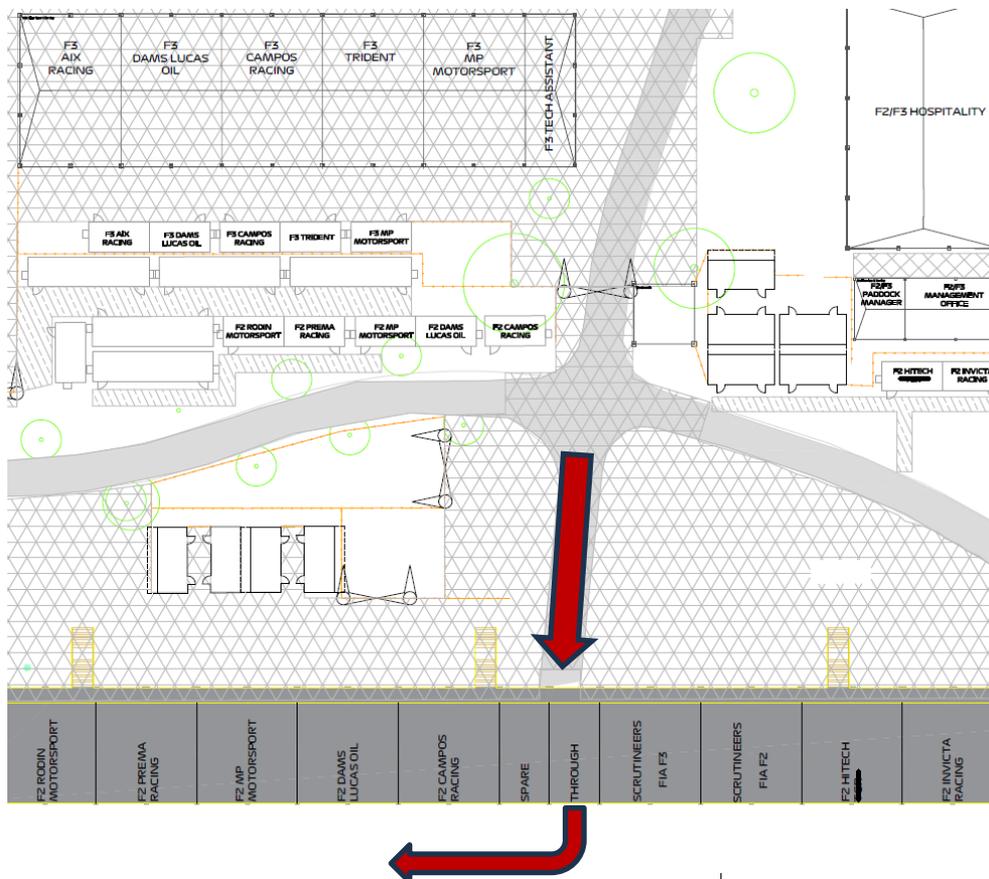
#### Departure from Support Race Pit Lane

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

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

On marshals' instructions and when released, trolleys and team personnel will proceed into the F1 Pit Lane in REVERSE order (MP Motorsport first, ART last). Team personnel must not 'ride' on trolleys beyond a given seating capacity.

Race cars will be pushed on travel tyres, in the same order, from the support paddock to the Support Pit Lane via the pass-through garage, and then into the F1 Pit Lane.



#### Return to Support Race Pit Lane

Teams and trolleys will leave the F1 Pit Lane via the same way they entered through the passageway in the Support Pit Lane (ART first, MP Motorsport last). When back in the paddock, please remove trolleys, tyres etc. from the communal area between the awnings as soon as possible to avoid blocking race cars from

returning to their awnings.

**At the end of the practice and qualifying sessions**, after taking the chequered flag, all cars should progressively slow down and continue in a single file. Arrows may be indicated on the light panels near to pit entry to assist driver to enter the **Support Pit Lane** before entering the support paddock and stopping in the Parc Fermé area. Cars arriving first should park as far forward as possible, following officials' instructions.

**At the end of both races** after taking the chequered flag, all cars should progressively slow down and continue in a single file. The podium cars should stay in front of the field and continue to the F1 Pit Lane for the podium presentation where they will be under Parc Fermé conditions. Mechanics must be ready to push the podium cars back immediately via the way they entered the Pit Lane. All other cars should continue directly to the Support Pit Lane where they will enter the support paddock and stop in the Parc Fermé area. Cars arriving first should park as far forward as possible, following officials' instructions.

Any cars in the F1 Pit Lane at the end of each session must go on track when released and continue to the support Pit Lane where they will enter the support paddock.

### **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 (08:50 – 09:35)**

Trolleys loaded and ready to depart	08:10
Trolleys released to F1 pits	approx. 08:25
Race cars released to F1 pits	approx. 08:30

#### **Friday – Qualifying (14:00 – 14:30)**

Trolleys loaded and ready to depart	13:20
Trolleys released to F1 pits	approx. 13:35
Race cars released to F1 pits	approx. 13:40

#### **Saturday – Sprint Race (pit lane open 11:00)**

Trolleys loaded and ready to depart	10:20
Trolleys released to F1 pits	approx. 10:35
Race cars released to F1 pits	approx. 10:40

#### **Sunday – Feature Race (pit lane open 08:35)**

Trolleys loaded and ready to depart	07:55
Trolleys released to F1 pits	approx. 08:10
Race cars released to F1 pits	approx. 08:15

Simon Gnana-Pragasam  
Race Director  
FIA Formula 3 Championship

# MELBOURNE EVENT

05<sup>TH</sup> – 08<sup>TH</sup> MARCH 2026

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## 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 F3 weigh platform area

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**Thursday 05<sup>th</sup> March**

**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

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**Friday 06<sup>th</sup> March**

**06:50** 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

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**Saturday 07<sup>th</sup> March**

**09:00** 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

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**Sunday 08<sup>th</sup> March**

**06:35** 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

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