



2026 MONACO EVENT

03 to 07 June 2026

From	The FIA Formula 3 Race Director	Document	5
To	All Teams, All Officials	Date	03 June 2026
		Time	16:36

Title F3 Monaco Competition Notes 2026 v1
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Simon Gnana-Pragasam

The FIA Formula 3 Race Director

From:	The FIA Formula 2 Race Director	Document:	5
To:	FIA Formula 2 Teams and Officials The Stewards	Date:	3 June 2026
		Time:	16:30

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 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 Pit Lane to the F1 Pit Lane, prior to all sessions and 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

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 track light 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 4 mirrors panel 5
 - Panel 10 mirrors panel 11
 - Panels 10 and 11 mirror panel 12
 - Panel 14 mirrors panel 15

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.

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

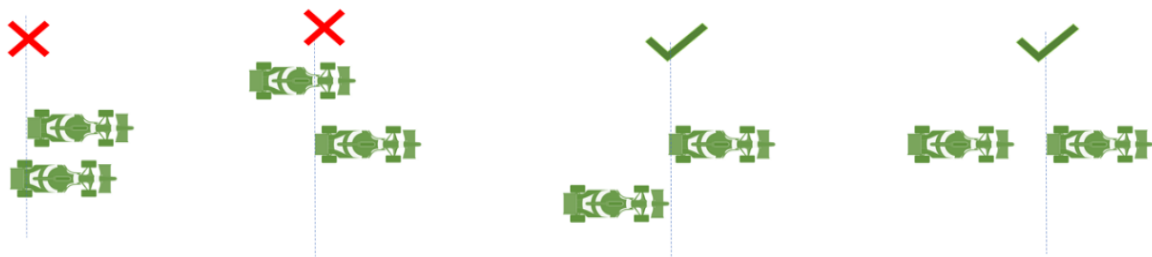
- 8.1. Single waved: Drivers should reduce their speed and be prepared to change direction. It must be clear that a driver has reduced speed and, in order for this to be clear, a driver would be expected to have braked earlier and/or discernibly reduced speed in the relevant marshalling sector.
- 8.2. 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 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 entrance of Turn 18, 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.

- Relocation of the entry gate at the front of grid (grid position 5).
- Track resurfaced from Turn 19 to Turn 1
- Track resurfaced from Turn 7 to the entry of the tunnel
- Track resurfaced pit entry and pit exit
- Track resurfaced at Turn 5 run-off
- Extended debris fences at:
 - o Pit exit
 - o Turn 1 on the left-hand side
 - o Turn 3 on the left-hand side
 - o Between Turn 4 to Turn 5 on the right hand-side
 - o Turn 10 on the left- and right-hand side
- Realignment and extension of the guardrail at Turn 3 left-hand side
- Extension of the guardrail at Turn 10; opening reduced
- Extension of the guardrail from Turn 11 and Turn 12
- Additional line of guardrail at pit entry
- Change from tyres to Tecpro at Turn 4 left-hand side
- Beginning of kerb at Turn 6 on the left-hand side made smoother
- Entire kerb at Turn 7 on the left-hand side made smoother
- Reduced height of the sausage kerb at Turn 10
- Reduced height of the sausage kerb at Turn 16

13. Pit Lane

- 13.1. The Pit Lane speed limit is 60 km/h for the entire Competition.
- 13.2. 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.

14. **Pit lane Barriers.**

14.1. F1 Teams have been instructed to ensure their barriers are no more than one metre from the garages.

15. **DRS**

15.1. During Free Practice and the 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 18, 19, 1, 2.

15.2. During qualifying, 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 18, 19, 1.

16. **Practice starts**

16.1. Practice starts are not permitted in the pit lane at any time at this Event.

16.2. At the end Free Practice, drivers will be given the opportunity to carry out a practice start on the grid.

- a) Any car on track when the chequered flag is shown may complete the lap and proceed to the grid to carry out a practice start. Any drivers in the pit lane who want to carry out a practice start must join the circuit BEFORE the chequered flag is shown.
- b) All drivers carrying out a practice start must pull as far forward on the grid as possible and, if necessary, wait for cars ahead to carry out a start before moving to a grid position further ahead. Under no circumstances should a driver make a practice start if another car is still stationary ahead on the same side of the grid.
- c) 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.
- d) After their practice start all cars will return to the pit lane. The Pit Exit light will turn green for cars to proceed behind the Course Car back to the F3 Paddock.

16.3. 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.

17. **Lines at the Pit Entry and Pit Exit.**

17.1. 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).

17.2. 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.

17.3. **Additional Pit Exit signals:**

There are two yellow arrows located along the start/finish straight, on driver's right just before the pit exit. There arrows will flash whenever a car is leaving the pit lane to warn drivers on track:



17.4. Yellow arrows are located on driver's right at pit exit for cars leaving the pit lane which will flash if the pit exit road is blocked. When flashing, a driver may cross the solid line at pit exit and approach Turn 1 in the normal way:



18. **Track Limits.**

- 18.1. In accordance with Article 27.3 of the F3 Sporting Regulations, the white lines define the track edges.
- 18.2. 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.
- 18.3. The fourth and following offences will be reported to the Stewards, regardless of the warning flag having been displayed to the driver beforehand.

19. **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. Any driver who is caught by another driver after the location indicated below may be reported to the Stewards. For clarity, from the entrance of Turn 18, 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/paint on the barriers.

22. **Removing cars from the grid.**

- 22.1. Cars can only be removed from the grid via pit exit.

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

- 23.1. On the right-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, not in front of the pit exit lights, to provide space for the teams and to allow lapped cars to be reordered if necessary.
- 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 and qualifying** sessions, after taking the chequered flag, all cars must return to the pit lane. They will be led back to the paddock by a Course Car.

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 stop at the start line in front of the Royal Box for the podium ceremony (remaining under Parc Fermé conditions). All other cars must return to the pit lane to be led back to the paddock by a Course Car.

26. **VSC Test**

26.1. A VSC test will take place at the beginning of Free Practice. All cars must leave the pit lane immediately at the start of the session, to take part in the VSC test.

27. **Other Items**

27.1. Turn 10 Escape Road

If a driver overshoots at Turn 10, they should use the escape road straight ahead. There is a gap on driver's left to rejoin the track, but this may only be used when the marshal changes the lights to green:



Any driver retiring at this location should continue beyond the gap and exit the car as soon as possible.



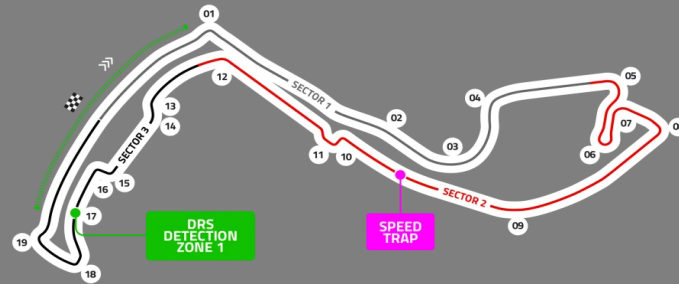
Simon Gnana-Pragasam
Race Director
FIA Formula 2 Championship

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 C

Grand Prix of Monaco - 04/06/26 - (26F3R02MNC)

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	SS6	SS6	SS7	SS7
Medium	SS4	SS4	SS5	SS5
Wet	TS0	TS1	TS2	TS3

Sets	Carry Over
3	Medium (New)
1	
2	

Prescriptions and Wear Life

Minimum pressures (psi)

	Rear (psi)	Front (psi)	
Slicks	14.0	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 25R04MNC Race)

Soft	17%	15%	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 to present **Wet** rims to the Pirelli Service Area, for initial fitting on 02/06.
- Teams are kindly asked to present **Slick** rims to the Pirelli Service Area, for initial fitting on 03/06.
- 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. Trident	6. Prema Racing
2. MP Motorsport	7. Hitech
3. ART Grand Prix	8. AIX Racing
4. Van Amersfoort Racing	9. DAMS Lucas Oil
5. Rodin Motorsport	10. Campos Racing

Team vehicles and race cars will line up in the support paddock in the **REVERSE** order to avoid having to turn around in the pit lane (Campos first, Trident last), and when released will follow the Course Car to enter the circuit at Turn 8 to enter the F1 Pit Lane in this order (Campos first, Trident last).

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

Specific vans will be available to transport a team member and starting equipment (guests and other team members should not board these vehicles due to space constraints). 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

At the end of the **practice session** and after the practice starts, all cars should complete the lap and enter the F1 Pit Lane, proceeding 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 Fermé. 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 three 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, those drivers must wear their safety apparel and helmet to drive the car, at slow speed, to exit at Turn 8 into the support paddock Parc Fermé, in the train of other cars from the pit lane.

All other cars will return to the F1 Pit Lane where they will be released back on track behind a Course Car after the podium ceremony and leave the track at Turn 8 to stop in Parc Fermé.

All cars will **NOT** be permitted to change tyres after the races.

In the interests 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 vehicles will leave the F1 Pit Lane as soon as all F3 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 (Campos first, Trident last).

Team guests will return to the F3 paddock via the shuttle immediately after each session, from pit entry.

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**:

Thursday – Practice (13:25 – 13:55)

Trolleys loaded and ready to depart	12:40
Trolleys released to F1 pits	approx. 12:55
Race cars released to F1 pits	approx. 13:00

Friday – Qualifying (Group A 11:05-11:21; Group B 11:29-11:45)

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

Saturday – Sprint Race (Pit Lane open 10:30)

Trolleys loaded and ready to depart	09:45
Trolleys released to F1 pits	approx. 10:00
Race cars released to F1 pits	approx. 10:05

Sunday – Feature Race (Pit Lane open 07:30)

Trolleys loaded and ready to depart	06:00
Trolleys released to F1 pits	approx. 06:25
Race cars released to F1 pits	approx. 06:30

Simon Gnana-Pragasam
Race Director
FIA Formula 3 Championship



FIA FORMULA 3
CHAMPIONSHIP™

MONACO EVENT

03RD – 07TH JUNE 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 F3 weigh platform area

Wednesday 03rd June

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

Thursday 04th June

10:55 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 05th June

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 06th June

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 07th June

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
