

Proposals to vote on – Grouped by same topics

Kromolice, Poland, 08.07.2026

Technical Commitment WC2026

Section Leader open the meeting at 6.30PM. participants:

Poland

China Uk

Belgium

Sweden

Ukraine

Thailand

Romania

Germany

Italy

Czech Republic

Bulgaria Slovakia

Hungary

Lithuania (join later)

Voting.

Does Sections Leaders late proposals with comments can be voted or not:

Yes: 14

No:

RACE START

BELGIUM

1. Start procedure oval :

The start procedure was changed from 10 sec to 6 sec as a main reason to have less accidents at the start line. Now everybody starts full throttle and on an official parcours is not able to reach the starting line within the 6 sec.

The result is that at the first boy, there are more crashes than before.

So our proposition is to change back to the 10 sec rule.

8Y/7N

If the rules are followed and enforced when necessary, this is the best solution in our opinion.

BELGIUM

I . From 6 to 10secs

(YES) 8 votes: Czech Republic, Germany, Romania, Thailand, Belgium, Sweden, UK , Leader (Hungary)

(NO) 7 votes: Bulgaria, Slovakia, Hungary, Poland, Italy, Ukraine, China

GERMANY

3. Race start (applies to all Mono and Hydro classes; each a separate proposal)

3.A) Individual start in driving direction: **The boats start individually one after another, following the call of the respective starting number, in driving direction (= to the left), with an interval of 1 second.** **2Y/11N**

The left boat starts first, the right boat last. Runtime must be measured accordingly with a one-second offset for each

competitor. Reasoning: This system has been in use for 20 years and prevents crashes at the start. It is less stressful and safer for boats as well as drivers, judges and rescue boat crews.

GERMANY

3. a) The boats starts individually(...)

YES, 2 vtes: Ukraine, Germany,

NO 1 1 votes: Czech, Bulgaria, Italy, Slovakia, Hungary, Poland, Romania, Thailand, UK,

China,Lithuania

3.B) If proposal 3.A) is rejected, we propose: **return to the 10-second starting time** **8Y/7N**
instead of 6 seconds. If proposal 3.A) is accepted, this proposal [3.B)] becomes obsolete.

Reasoning: Especially Hydro races have shown that with 6 seconds, there are just as many crashes.

3.C) If proposal 3.A) is rejected, we propose: **no yellow card for braking / reducing speed during the start procedure, i.e. within the 6 or 10 seconds.** **8Y/6N**

If proposal 3.A) is accepted, this proposal [3.C)] becomes obsolete.

Reasoning: It is very difficult for the judge to simultaneously observe 6 boats and reliably determine whether there was actually a reduction in speed.

3c) no penalty for slowing down

YES 8votes: Ukraine, Thailand, Romana, Poland, Germany, Italy, Czech Republic, Belgium

NO 6votes: Bulgaria, Slovakia, Hungary, China, Lithuania, UK,

Obstention: Sweden

BELGIUM

2. We propose to use the same start procedure for fsre as for mini fsre.

12Y/2N/10

THAILAND

– Equalize the start procedure for both classes to start to the downside, right buoy. The first lap counts.

BELGIUM

2 FSRE starts to the right:

YES 12 votes: Lithuania, Belgium , Sweden, Ukraine, Thalinald,Romania, Germany, Hungary, Italy, Slovakia, Bulgaria, Czech Republic

NO: China, Poland,

Obst: Uk

Thailand has a second proposal about start procedures for FSR-E and Mini FSR-E. As FSR racing is taking place sometimes on lakes with a high pier wall it is difficult to place the boats in water before start. (and there is something more) In our opinion throwing the boats into the water after start signal is a better solution, and here is proposal two:

– After radio check the boats remain on the stand fully armed. Nobody is allowed to touch the boat any more and keep a 1 meter distance. **After the start signal the boat will be thrown in the water and steer to the downside right buoy.** (Proposal 1).

1Y/9N/20

Reason is (beside the high pier walls)

to avoid jams or bottlenecks on the first buoy.

THAILAND

Yes: Thailand

NO: Belgium, Ukraine, Romania, Germany, Hungary, Italy, Slovakia, Bulgaria, Czech Republic

Obs: Lithuania, Sweden

CONNECTORS

BULGARIA

Proposal 1: **Free the connectors rule for big limiters like in mini classes.**

11Y/3N/10

Every competitor use connectors by their own but must provide adapter to 5.5mm and 6.0mm like in the existing rule. Reason: The 5.5 and 6.0 connectors are week, they need to be exchanged every season. Most of 6.0mm are week and get loose in just a few races, there are plenty of options for more reliable connectors.

BULGARIA

Proposal 1

YES : Bulgaria, Belgium, Ukraine, Thailand, Romania, Germany, Hungary, Italy, Czech Republic, China, Slovakia NO:

Poland, Lithuania, UK

Obst: Sweden

GERMANY

2. Connector system free of choice or MP-Jet 3,5mm

2.A) **Any connector system allowed in all classes** (as already permitted in Mini):

11Y/3N/10

Each competitor may use

their own connector system between battery, limiter and ESC. For measurement purposes, adapters to the currently required connector system must be provided.

Reasoning: The currently prescribed connectors are heavy, take up a lot of space, and usually become loose/unreliable after repeated plugging cycles. In addition, different suppliers have varying dimensions, meaning the connectors are not always compatible although they are marketed as 5,5 or 6,0mm.

Similar to batteries, motors, props, etc., we would like to allow free connector choice and make the competitor self-responsible to assure correct connection of battery, limiter and ESC.

2A (decided in behalf on voting the Bulgarian point Proposal 1)

2.B): if 2.A) is rejected, we propose: **3.5 mm MP Jet connectors on the battery side instead of the currently required 5.5 mm connectors.**

SKIPPED

Reasoning: These connectors fit very securely even after more than 100

plug/unplug cycles, have lower weight and volume, and a very low internal resistance. Successfully used in racing for over 20 years. The longer durability compensates for an allegedly higher purchase price. See:

<https://mpjet.com/shop/gb/928-mp-jet-connectors>

2b (crosses out what was voted)

Section Leader (Optional)

1. **Free connections on Energy Limiters in the boat, until the following conditions are met:** **10Y/1N/40**

- The voltage MUST be measured on the battery power poles, not on the balancer port.
- The limiter can not be accidentally connected with reverse polarity.
- The limiter can not be connected the way, the battery and ESC side changed over.
- The racer must provide adapters to make standard connections described in Annexes.

YES (10 votes): China, Ukraine, Romania, Poland, Germany, Hungary, Italy, Slovakia, Czech Rep, Bulgaria

NO: Belgium,

Obst: UK, Sweden, Lithuania, Thailand

VOLTAGE

BULGARIA

Proposal3: Raise the Voltage Limit in all M-classes to 43V

POLAND

We propose removing limits on the number of battery cells in all classes.

We believe that the use of limiters and a specified energy limit is already a sufficient factor distinguishing the different classes.

Specifying the number of cells is a relic from the times when energy was limited by battery weight.

The only limitation should be a maximum voltage of 43V.

3Y/11N/10

BULGARIA & POLAND: raising voltage to 43V

YES: Thailand, Poland, Bulgaria

NO: UK, China, Belgium, Lithuania, Ukraine, Romania, Germany, Hungary, Italy, Slovakia, Czech Republic

OBSt: Sweden

UKRAINE

Mini fsr-E was first demonstrated and held as a demo class in Slovakia in 2023 and aroused considerable interest among athletes of section M. Due to the division of the world championship into ovals and triangles, the number of classes has decreased and the number of participants in each individual class has increased significantly. A new class of mini models, based on 2 mini class batteries of 21W each, giving a total of 42W. It so happened that batteries in the form of 2s2p, 3s2p, and 4s1p are allowed, (or at least 280 grams and 42w) but the possibility of using 6s1p is not specified... Because two 3S batteries connected in series give exactly 6S. In the 6S configuration, the current drops twice, (compared to 3S), which gives greater efficiency and the ability to use smaller regulators, thinner conductors, etc.

There are many good and affordable regulators that support 6S. **I propose to add for allowing the use of batteries no larger than 6S, weighing at least 280 grams and with a power limit of 42W.**

7Y/6N/20

It be logical, with current lipo packs for mini classes.

UKRAINE

About mini FSRE, 6s max instead of 5s

YES 7votes: Belgium, Ukraine, Thailand, Czech Republic, Bulgaria, Slovakia, Hungary

NO 6votes: UK, Lithuania, Romania, Poland, Germany, Italy

OBSt: Sweden, China

Section Leader (Optional)

2. Free the battery cell numbers in group categories

0Y/14N/10

(Eco, Mono, Hydro,FSRE) up to 6 cells maximum, keeping the minimum battery weight of the Energy limit class. HV and other LiPo cells accepted. (With 4.23V/cell max.)

SECTION LEADER PROPOSAL

YES: -

NO: everyone except

Obst: Sweden

OTHER

POLAND

1.

We propose that batteries be weighed before racing during technical inspection, and then marked with a seal/sticker that must remain visible on the battery installed in the model without removing it.

Battery weighing today is fundamentally different from the old “weight battery” regulations — the battery must meet a minimum weight, not a maximum one. Therefore, there is no risk of increasing the battery weight after a race, for example due to water entering the model.

Removing batteries before every heat often creates difficult situations, including dangerous ones such as short circuits, which could be avoided with this solution.

At the request of the judge, an additional battery weighing may be carried out after a race, and it shall be mandatory for the top 3 competitors in the final.

13Y/1N/10

POLAND PROPSALI

YES (12 votes): Belgium, Lithuania Ukraine, Thailand, Romania, Poland, Italy, Hungary, Slovakia, Bulgaria, Czech Republic, UK, Germany

NO: China,

Obst: Sweden,

2.

12Y/0N/30

We request that, in the event of a model failure on the water, only the hull be considered the model carrying the license number and racing number, similarly to the rules concerning the placement of model registration (license number), which cannot be placed on a float or hatch cover.

This concerns hydro classes in particular.

The purpose is to establish that the model consists of one part, not three or more. If floats or other parts separate from the hull during a race, under the current rules another competitor may not touch any part of the damaged model, even if it is broken into three or more pieces and these pieces are located in different areas of the course.

This creates many situations in which other competitors are disadvantaged because they are forced to avoid multiple parts of a damaged model, and this may lead to unfair disqualification of a competitor.

POLAND PROPOSAL 2

YES (12 votes): Belgium, Lithuania, Ukraine, Thailand, Romania, Poland, Germany, Hungary, Italy, Slovakia, Czech Republic, Bulgaria

NO:

Obst: China, Sweden, UK

4.

We propose removing from the regulations the possibility of using NiMH and LiFePO batteries.

10Y/3N/20

For several years nobody has been using these battery types, so this rule has become obsolete.

POLAND PROPOSAL 4

YES (10 VOTES) : CHINA, Belgium, Lithuania, Ukraine, Thailand, Romania, Poland, Hungary, Slovakia, Czech Republic

NO: Bulgaria, Germany, Italy,

Obst/: UK, Sweden

5.

We propose that, in parallel with the points system, results in F3 classes also be shown in seconds.

7Y/3N/50

For each penalty point, 5 seconds are added to the result.

Example:

If a competitor completes the course in 20 seconds with no penalty points, the result would be: 146.000 points / 20s

If a competitor completes the course in 20 seconds and receives 2 penalty points, the result would be: 144.000 points / 30s

The purpose of introducing parallel time scoring is to make F3 results easier to understand, as the current scoring system is unclear to many competitors and reduces interest in this excellent class.

POLAND PROPOSAL 5

YES: China, Belgium ,Ukraine, Poland, Italy, Czech Republic, Bulgaria (7 votes)

NO: Thailand, Germany, Hungary

OBSt: UK, Lithuania, Sweden, Slovakia, Romania

6.

We propose changing the buoy regulations for Eco classes.

Currently, the buoys for Eco classes are regulated together with the buoys for F1 and F3 classes (the regulations require them to protrude 10 cm to 20 cm above the water surface).

A buoy protruding only 10 cm in an Eco race does not fulfill its purpose. In addition, such a small buoy can easily be damaged, which may lead to a race being repeated.

We propose separating the Eco buoy regulations from the F1 and F3 regulations, and changing the protrusion height of Eco buoys to 20 cm to 30 cm above the water surface.

11Y

POLAND PROPOSAL 6

YES (11 votes): Sweden, BELGIUM, Ukraine, Thailand, Romania, Poland, Germany, Hungary, Slovakia, Bulgaria, Czech Republic

7.

We propose introducing the possibility of measuring times in F1 and F3 classes using a dedicated timing device connected to the results presentation system, instead of using the current three-stopwatch timing system, provided that it is not an AMB/MyLaps device.

9Y/1N/5O

Such a device would require approval from the NAVIGA Section M Committee, led by the Section M Leader.

POLAND PROPOSAL 7

YES (9 votes): Belgium ,Ukraine, Romania, Poland, Hungary, Slovakia, Italy, Czech Republic, Bulgaria

NO:Germany,

Obst: China, UK, Lithuania, Sweden, Thailand

HUNGARY

Canceling of sound measuring at IC classes

9Y/2N/3O

The sound measuring at IC classes are out of date. The class is shrinking because the sound limits are almost undoable. The sound effect of F1E classes are much more higher because of the frequency of the noise. For the organizers its complicated to build the proper measure station because of the terrain at the lakeside, so the measuring of the noise is not validable. Many variant physical relations effects on measuring (humidity of the air, plantation at the lake, the material of the lakeside) . The measuring procedure and result cannot be repeatable many times, which is the base of a correct rule.

HUNGARY sound measurement

YES (9 votes): China, Belgium, Ukraine, Thailand, Romania, Poland, Hungary, Slovakia, Bulgaria,

NO: Italy, Germany,

OBSt: UK, Sweden, Czech Republic

ITALY

I am following up on the emails previously exchanged between FIM and Naviga, and I would like to bring the following proposals to your attention:

Rewriting and Revising the Regulation: It is essential to make the text more modern and clear, **2Y/8N/40** especially to facilitate understanding for new individuals, not just for those who currently follow it out of inertia. The current regulation is outdated and scattered. I have already shared a draft with you that we can work on.

ITALY PROPOSAL 1

YES: China, Italy

NO: Ukraine, Thailand, Poland, Hungary, Czech Republic, Bulgaria, Belgium, Germany,

Abst: Lithuania, Sweden, UK, Slovakia

Integration on the Use of Batteries and Limiters: I propose the inclusion of specific guidelines regarding the use of batteries and limiters for the various categories, in order to improve the management of international and national races. **2Y/10N/30**

ITALY PROPOSAL 2

YES: Sweden, Italy

NO: Belgium, Ukraine, Thailand, Romania, Poland, Germany, Hungary, Slovakia, Bulgaria, Czech Republic

OBSt: China, UK, Lithuania

Regulation of the Issuance of Clearance: I suggest revising the procedures for issuing clearance for pilots requesting to participate with another nation. In addition to the general conditions already present in the regulation, limited and well-motivated cases should be included to facilitate this operation, avoiding approximate evaluations. **1Y/9N/40**

ITALY PROPOSAL 3

YES: Italy,

NO: Belgium, Ukraine, Thailand, Romania, Poland, Germany, Hungary, Slovakia, Czech Republic

Obst: China, UK, Lithuania, Bulgaria

I remain available for any further clarifications and insights. We are in discussion with the one organizer here in Italy for try to organization the WC 2027.

GERMANY

1. Energy: Reduce the limits as follows (each item to be voted on separately)

1.A)

1Y/13N

Mini Eco	20 Wh
Mini Eco Team	3x 20 Wh
Mini Mono	20 Wh
Mini Hydro	20 Wh
Mini FSRE	40 Wh

GERMANY PROPOSAL 1A

YES: Germany

NO: everyone else

Obst:

1.B)

1Y/13N

Eco 55 Wh
Eco Team 3x 55 Wh
Mono 1 55 Wh
Hydro 1 55 Wh
FSRE 165 Wh

GERMANY PROPOSAL 1B

YES: Germany,

NO: everyone else

1.C)

1Y/13N

Mono 2 110 Wh
Hydro 2 110 Wh

Reasoning: the high amount of available energy has made boats too fast and therefore dangerous, especially in Mono 2 and Hydro 2. We suggest this moderate reduction of energy limits so current boats can shall be used. Battery weights remain the same – meaning the batteries are less stressed and have a longer life>me. Each item to be voted separately, so at least Mono2 and Hydro 2 can be reduced in Energy for safety reasons.

GERMANY PROPOSAL 1C

YES: Germany

NO: China, UK, Belgium ,Sweden, Lithuania, Ukraine, Thailand, Romania, Poland, Hungary, Slovakia, Bulgaria, Czech Republic

4. Hull length

4.A) Completely abolish the maximum hull length in all Mini classes.

1Y/13N

Reasoning: The available energy naturally regulates the size, just as in the other classes. This would help make the small boats more manageable in stronger wind and waves through the potentially increased size.

GERMANY 4A

YES: Germany

NO: China, UK, Belgium ,Sweden, Lithuania, Ukraine, Thailand, Romania, Poland, Hungary, Slovakia, Bulgaria, Czech Republic

4.B) If proposal 4.A) is rejected, we propose: In Mini Mono and Mini Hydro, limit the total length 2Y/12N/10

to 53 cm including all attachments (i.e. strut, propeller, number plate, rudder maximum 8 cm). An exception applies

to a rudder folded upwards during the race – this does not count. Hull length itself remains limited to 45cm.

Reasoning: clarification and prevention of work-arounds that make the boat artificially longer with very long shafts.

GERMANY PROPOSAL 4B

YES: Germany, Czech Republic,

NO: UK, China, Belgium, Lithuania, Ukraine, Thailand, Poland, Hungary, Italy, Slovakia, Bulgaria, Romania

OBSt: Sweden

5. Ban unnecessarily protruding tubes on Hydro boats: maximum 4 cm beyond the outer sides of the sponsons. 11Y/2N/2O
This applies only before the start / at the beginning of the race (a protruding tube after e.g. a crash is irrelevant).

Reasoning: There have been cases where the sponson tube extended approximately 10 cm beyond the outside of the sponson (not because of an accident during the race). Besides acting as an aerodynamic brake, this unnecessary extension serves no purpose other than making overtaking more difficult or even provoking crashes or damage to other boats.

GERMANY PROPOSAL 5

YES: china, belgium, ukraine, romania, germany, poland, hungayr, italy, slovakia, czech republic, Bulgaria

OBSt: Lithuania, Sweden

6. In the Hydro classes, the hull and the sponsons of the outriggers should each be painted at least one third in a bright, highly visible color. 11Y/1N/3O

Reasoning: Oftentimes the middle hull is painted appropriately, but for example black carbon sponsons are not painted at all.

GERMANY PROPOSAL 6

YES: China, Belgium, Thailand, Romania, Poland, Germany, Hungary, Italy, Czech republic Bulgaria, Slovakia

NO: Ukraine

IBSt: UK, Sweden, Lithuania

7. Check-in and Check-out Procedure:

7.A) Measure the length and total weight of the boat including the battery before the race. 4Y/7N/4O

Reasoning: length and weight could possibly not be correctly determined after the race due to crashes or water in the boat.

GERMANY PROPOSAL 7a

YES: China, Germany, Italy, Bulgaria

NO (7VOTES): Belgium, Lithuania, Ukraine, Thailand, Romania, Hungary, Slovakia

OBSt: Czech Republic, Sweden, UK, Poland

7.B) Measure battery weight after the race.

Not voted

Reasoning: this saves time and stress during check-in because competitors no longer need to install the batteries into the boats in the checkin area.

GERMANY PROPOSAL 7B -

7.C) In finals for the top three finishers, otherwise on a random basis or in case of suspicion: after the race, boats must be opened under supervision to inspect the limiters, including all limiter connections and programming. 13Y/0N/2O

Reasoning: The idea is to clarify the possibility and necessity of checking limiters especially in finals in order to prevent fraud.

GERMANY PROPOSAL 7C

YES: China, Lithuania, Ukraine, Thailand, Romania, Germany, Poland, Hungary, Italy, Slovakia, Czech Republic, Bulgaria, Belgium

NO:

Obst: Sweden, UK

8. Questions (no proposals)

Please clarify based on the existing rules: During which exact period do the 2 minutes apply? Is it allowed to check in with a B-boat? Is it allowed to check in with 2 boats and then decide on one boat during transponder check? If something was overlooked during registration, for example the battery voltage was not recorded – who is responsible?

CZECH REPUBLIC

1. On the triangle change the diameter of the bouys to 20 cm, the same bouys as on the oval. 6Y/8N/10

The existing bouys (diameter 10cm) in some cases make it impossible to clearly determine whether the model has rounded the buoy on the correct side.

CZECH REPUBLIC PROPOSAL 1

YES (6 votes): Lithuania, Thailand, Romania, Slovakia, Czech Republic, Bulgaria

NO (8 votes): China, Belgium, Sweden, Ukraine, Poland, Germany, Hungary, Italy,

Obst: UK,

2. FSRe changes the race time to 10 minutes and 2x3S batteries like the Mono2 and Hydro2 1Y/10N/40

CZECH REPUBLIC PROPOSAL 2

YES: Czech Republic

NO: China, Belgium, Thailand, Poland, Italy, Bulgaria, Romania, Germany, Hungary, Italy,

Obst: UK, Sweden, Ukraine, Slovakia

3. In case of equal results in the final heat, the results from the qualifying will be used to determine the order 10Y/0N/50

CZECH REPUBLIC PROPOSAL 3

YES: Belgium, Lithuania, Ukraine, Germany, Poland, Hungary, Italy, Slovakia, Bulgaria, Czech

Republic

NO:

Obst: UK, Sweden, China, Thailand, Romania

