INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM

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Date: 29. September 2024.

Proposal submitted by: Peter Szabo, Hungarian delegate

Sporting Code Volume: SC3 Annex A

Version: 2025

Class: All Class

Heading of section: Part 6

Number & heading of the paragraph: 6.2.2

Page numbers if appropriate: 24

This proposal is a:

Year-1		Year-2	X	Other

mark the boxes with ✔ as appropriate

The proposal should be applicable from: 1st October 2026

Type the instruction in the space below:

Type the text changes in the space below *(show deletions as ~~strike-through~~ and additions as* ***bold underlined****):*

6.2.2 Assigned Area Task (AAT) Speed over a course through two or more designated Assigned Areas, with a finish at the contest site. The task is specified by the designation of the Start, the Assigned Areas (in order), the Finish, and the Minimum Task Time. **The maximum task time should be no longer than 3.5 hours.**

Type the reasons in the space below:

In gliding competitions, the Assigned Area Task (AAT) is designed to test a pilot's ability to optimise their flight route within a designated area, with the goal of achieving the highest speed possible within a fixed time limit. **The time limit for this task should be set at a maximum of 3.5 hours.** When the AAT was introduced, it was intended to be used under homogenous weather conditions, where the flying environment is relatively consistent for all competitors.

Problem:

In practice, however, competition organisers often use the AAT format during variable or stormy weather conditions in an effort to avoid losing competition days. While this may keep the event on schedule, it introduces significant problems related to fairness and consistency in scoring, primarily due to the increased influence of luck.

1. **Weather Variability**:
    - In homogenous weather conditions, all competitors experience similar thermal activity and wind patterns, allowing for a relatively equal playing field. However, when AAT tasks are flown in variable or stormy conditions, different competitors may face dramatically different weather scenarios. Some pilots might benefit from advantageous conditions, such as strong thermals, while others might encounter deteriorating weather, with fewer opportunities for climbing or covering distance.
2. **The "Luck Factor"**:
    - Because gliding relies so heavily on weather, when conditions are inconsistent across the competition area, the outcome of the task can be heavily influenced by luck rather than skill.

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Pilots who happen to fly in a portion of the course with better weather may achieve far higher scores, even if they do not demonstrate superior flying ability compared to their competitors. This reduces the value of strategic decision-making and piloting skill, which are supposed to be the key factors determining success in this AAT.

3. **Impact on Scoring**:
    - The unequal weather conditions distort the fairness of the competition. Scores in AAT tasks are typically calculated based on the distance covered and time taken, but when the weather conditions are unpredictable, this can lead to large disparities in the results. A pilot who is fortunate enough to avoid poor weather may accumulate significantly more points, while others, facing deteriorating conditions, are unfairly disadvantaged through no fault of their own.
4. **Unintended Consequences**:
    - The use of AAT during variable or stormy conditions has the unintended consequence of undermining the competitive integrity of the event. What was intended to be a skill-based competition increasingly becomes a game of chance, where weather plays an outsized role in determining the final standings. This goes against the original purpose of the task format, which is to assess the tactical ability of the pilots in relatively stable conditions.

Conclusion:

Using the Assigned Area Task in variable or stormy weather conditions greatly increases the role of luck in determining scores, thereby reducing the fairness of the competition. While organisers may opt for this format to avoid losing competition days, it results in outcomes that are not always reflective of the pilots' true abilities. To maintain the integrity of the competition, it would be preferable to set a maximum 3.5 hour time limit for AAT tasks for situations where weather conditions are relatively variable across the flying area.

Type any supporting data for the proposed technical amendments in the space below:

See the next page!

Approved Amendment (if applicable):

Continue on the next page(s) if necessary

Final Wording of Proposal:

Overall Votes Cast: ☐ For: ☐ Against: ☐ Abstain: ☐

ADOPTED: Yes: ☐ No: ☐