

# **INTERNATIONAL GLIDING COMMISSION (IGC) - PROPOSAL FORM**

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**Date:** 5<sup>th</sup> March 2021

**Version:**

**Title:** Start altitude relationship to finish.

**Proposal submitted by** Great Britain

**This proposal is a:**

Year-1	X
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Year-2	<input type="checkbox"/>
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Mark the boxes with **X** as appropriate

**The proposal should be applicable from:** 1 October 2022

**Sporting Code Volume:** SC3A

**Version/Edition:** 2021

**Heading of section:** Energy control at the Start

**Number & heading of the paragraph:** 7.4.6

**Page number(s) if appropriate:** 29

## **Proposal**

During discussion of item 6.1.7 the part of the French proposal that linked the start altitude penalty to the finish altitude was removed, on the basis it was not part of the original proposal and should be submitted as a year one proposal.

We request that the delegates vote on this proposal to allow a year two proposal to be submitted in 2022.

In recent years we have seen a number of start procedures be adopted only to be rejected soon after first use or. We have also experienced the difficulty of agreeing on a penalty structure.

All of these proposals sought to achieve the same objective, to create a fair and safe start procedure. One of the main reasons some of these procedures fail is due to increased pilot work load when starting and the consequent increase in risk.

It would be our intention to work with Annex A committee to explore the possibility of using a total task energy system that would overcome the issues of pilot work load and penalty structures. Specifically a procedure relating the pilots start altitude to his finish altitude.

A developed procedure would be proposed to the 2022 Plenum for their consideration