

# PROPOSALS FOR A MORE ACCURATE, FAIR AND TRANSPARENT IGC RANKING LIST

**Proposed by the Austrian Aero Club to IGC PLENARY 2006  
10 December 2005**

It was a great improvement the IGC Ranking List had since starting in 1999. Thanks to all who did a great job to get the system running. We think we have to improve the acceptance of the ranking list. We need to get more competitions into the system, we need to discuss and promote the system. We think this can be done doing small adjustments.

## **Proposal 1:**

It is proposed that:

To handle the IGC Ranking List Rules document like the sporting code documents.

Background and explanation:

During 2003 plenary meeting it was agreed to handle the ranking list rules in the same manner as changes to the Sporting Code (i.e. year 1 proposals and year 2 actions). It is also important to handle the documentation in the same manner. The Ranking List Rules should also have validity information, year version, copyright notice, amendment list, index, etc. There should be one downloadable document from IGC Website.

## **Proposal 2:**

It is proposed that:

To include everything related to the IGC Ranking List into the IGC Ranking List Rules. The rules have to be more accurate and detailed.

Background and explanation:

Some important information regarding the IGC Ranking List can be found on the IGC Website but not in the Rules. Some information is still missing or not clear enough or is different to the rules. For example the rules should also include how the calculation of country scores is done. Also it is not clear that there are different classes in a competition and the rating is done also on a class not only on a competition. You do not find any information about pilot scores prior to 1999 or in the beginning of 1999 or with which pilot scores the system started. The handling of sailplane grand prix results is not according to the rules. The sailplane grand prix does not have a 1000 points system. A time based scoring system for the Sailplane Grand Prix would better fit to the rules. It is a general question if the Sailplane Grand Prix should be in the Ranking List as we have several qualifying Grand Prix before. Sometimes older competition results still create scores not according to the rules.

### **Proposal 3:**

It is proposed that:

The IGC Ranking List calculation starts with 1.1.1999. Each country score and each pilot score is 0 at this time. The Ranking List has to be recalculated.

Background and explanation:

When setting up a ranking system like the IGC Ranking List it is important to start with same scores for all pilots and countries. If you look on the rules the scores on competitions are calculated on pilot scores. The pilot scores on competition scores.

In the current calculation the pilot scores in the beginning of 1999 start different from 0. It is not clear if every pilot starts with the same score.

You are able to prove this on the competition page of 1999. If all pilots would have a score of 0 all competitions should have the corresponding minimum score.

With setting the scores to 0 it is sure to have same chances to all pilots and countries.

### **Proposal 4:**

It is proposed that:

Every NAC will have the possibility to enter competitions between 1999 and 2005 into the Ranking List until the end of March 2006. Entered competitions in years 1999, 2000, 2001 and 2002 will have no sanction fee. For entered competitions in the years 2003, 2004 and 2005 the sanction fee must be paid. Only competition data delivered in electronic form (Excel Form) will be accepted. The Ranking List has to be recalculated.

Background and explanation:

We need more competitions in the years from 1999 to 2004 to get good ranking results. For a good ranking on the country score all National Championships should be in. It is a big effort to get the data, but each country would have the chance to get there data in.

It is also not clear if every country had the same chance to enter there competitions prior to 2003. It would create income for the IGC.

The ranking system would also get closer scores, more head to head competition and more interest in a shorter time.

See Ranking List homepage:

**24 January 03**

The current pilot position on the IGC Ranking List includes the results of some non-sanctioned competitions. It was necessary to include these competitions, both to prove the system and to demonstrate how these competitions affect the Ranking List. We are sorry we could not include all competitions but it was not practicable. If you would like to see your performance reflected in the Ranking List ask your competition organisers to apply to become a sanctioned competition.

**Proposal 5:**

It is proposed that:

To calculate competition rating on pilot scores at 30th September of the preceding year.

Background and explanation:

Each country would have same chances during a year to gain points for there pilots in a national championship. Right now it makes a big difference if a national championship is done before or after an international competition where the pilots of the country finish with good results. If the National championship is after the international competition it will be possible to boost the country scores, if the national championship is before the international competition there is no chance of higher country scores.

The Ranking List would be also more transparent. The pilot score of the 30<sup>th</sup> of September is already in the system. If somebody wants to check the calculation of competition scores it is easier.

**Proposal 6:****Rule Change Year 1 Proposal:**

It is proposed that:

Competition ratings should be calculated using the ratings from the best 5 pilots.

Background and explanation:

The current rule only counts the best 5 pilot under the top 15 or first half. If you look at the results there are some competitions also EGC and WGC where the “good” ranked pilots finished bad. So the winners got fewer points. As a winner you are lucky if the good ranked pilots finish short behind you. The pilot score right now is also a question of luck!

There is also the problem that a country which starts with or has a small number of ranked pilots will have a longer way to get their pilots to the top.

Competition score is very low if highly ranked pilots finish bad and not ranked pilots finish in the first half.