**IGC 2021 Plenary Meeting**
**Agenda Item 10.2.3**


**Annex D Committee**

Reno Filla, Chairman


Report to IGC Plenary 2021

18 January 2021

# Annex D Committee Report to IGC Plenary 2021

## STATISTICS

From 2010 to 2018 we had approximately the same amount of championships every year as the growth had previously levelled out in 2010. However, in the 2019 season we have seen a jump in number of competitions (from 141 to 175) and classes (from 261 to 318) because in that season we tried to promote the Ranking List by giving a discount to attract entries from championships that would otherwise not have considered IGC ranking. This seems to have worked well. Looking at the number of participants we can detect an upwards trend until 2019. Then came COVID'19 which in 2020 impacted all numbers quite significantly:
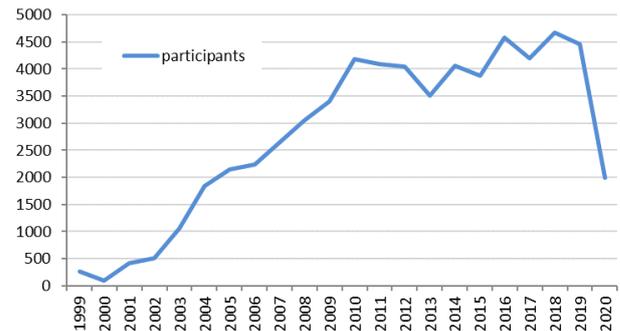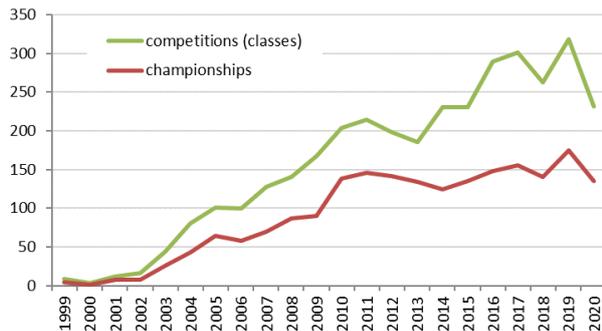


In normal years we see that the number of individual competitions (i.e. the total amount of classes in all championships) has certainly increased since 2010 (see figure to the right which shows the relative change with the year 2010 set as the reference).
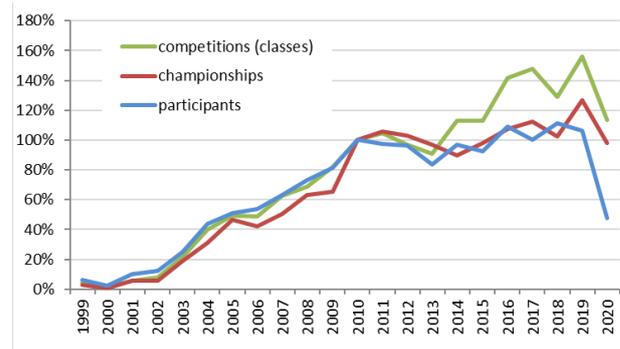
This means that while we normally have about the same number of pilots competing in about the same number of championships, they do so in more classes, which in turn each encompass fewer pilots on average than what used to be the case.



The numbers for 2020 paint a different picture: while both the number of championships and the number of individual competitions each declined by ca 25% the number of participants and the total number of day results both declined by ca 55% each. This means that while there still have been held gliding events in season 2020 most of them where of small size, large events where rare if existent at all.

The chart with the distribution of championships over the season shows that there was a certain catch up towards late summer of the northern hemisphere yet in total a significant drop from previous years (note that the diagram shows the moving average of two months in order to account for the fact that a contest may start late in one month and continue into the next). The shape of the 2019 curve has been influenced by the fact that we managed to attract lot more championships, most of them small-scale Category 2 events.

## SUBMITTING COMPETITION RESULTS

In previous years a major source of additional workload for the Ranking List staff and frustration for the pilots have been late or wrong result datasets. After having had a staggering amount of late submissions of results in 2018, including late registration of competitions, the 2019 IGC Plenary approved clear deadlines. Since then the situation has improved though significantly, though some 2020 results have still been delivered after the deadline and consequently had to be refused.

Another classic source of delay also occurring in 2020 is that sometimes competition officials have to be reminded that it is their responsibility to send the results to the RL team.

Late submission of results prevent continuous updating of the RL, which in turn means the current rankings are not really current. This becomes more than a vanity problem in case of Two Seater competitions where only the pilot with the higher ranking <u>at the start of the competition</u> (then to be set as Pilot in Command, "P1" in the scoring software) is eligible for the ranking points generated from that contest. If competitions prior to the Two Seater contest are late with their results then it might well be the case that the wrong pilot is pointed out as P1! In order to record and document historical standings the Ranking List now features a way to go back in time and check pilot score and rank for any previous day of the season [1]. Please note that Pilot Ratings change all the time due to new results being added and old ones getting devalued. To reflect this in full the IGC Ranking List should be automatically recalculated each day – which is impractical at the moment. Therefore the results as published at a certain date are to be regarded as the official results for that date, even though some changes might occur in case of a recalculation.

In last year's report we asked for help with improving the RL by reporting double pilot profiles. These doublets are created whenever contest scorers don't follow the instructions [2] and skip referring to a pilot's Ranking List id, either through negligence or to minimise their own workload. During upload the system then creates a new id for the pilot in question and assigns the ranking score to this doublet instead of the pre-existing profile.

Usually pilots first recognise this when they fail to qualify for their respective National Team and realise that results are missing from their Ranking List profile. The RL staff then needs to edit the results in the database manually and re-calculate the ranks for the season concerned. Thankfully, also in 2020 a number of NACs worked with their respective pilot lists and notified us about required changes. This is highly appreciated! Unfortunately, new such double profiles are created all the time, also during the 2020 season. However, previously the largest source of such double profiles have been when whole championships have been submitted without referencing pilot IDs, thus automatically creating many new double profiles at once. Such result data sets without pilot IDs referenced are now ruled incomplete and thus not legible for inclusion into the RL until corrected by the Competition Organizer. This has drastically improved the quality of the Ranking List.

## SYSTEM DEVELOPMENT

Further improvements of the Ranking List are continuously on-going include the implementation of a REST API for data exchange with other sites and applications and a new website for presentation.

## ANOMALIES

The Ranking List team would like everyone to also in the future notify us about any perceived quality issue: double pilot profiles, suspicious calculation results etc.

In previous years we discovered that a number of old competition results had not been devalued as expected. Due to this several pilots derived too high a ranking from outdated performances. With the beginning of the Ranking List season 2021 (begins at 1 October 2020) devaluation rules in Sporting Code 3 Annex D section 5.5 have been changed so that devaluation is entirely based on the calendar age of an event [3]. This might introduce some unusual movements in ranking position, especially since last year's Cat 1 events had to be rescheduled to 2021. The RL Team keeps an eye on this and asks everyone to provide feedback how the new scheme works in this exceptional situation. We might

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1) https://rankingdata.fai.org/SnapshotRLstandings/ShowSnapShotRL.html
2) http://www.sgp.aero/igcrankings/competitions/instructions-for-scorers.aspx
3) https://www.fai.org/sites/default/files/sc3d_2020_v1-4.pdf

perhaps want to adjust the devaluation scheme based on what we encounter during the upcoming 2021 season.

## QUESTIONS TO THE PLENARY

The RL team asks the IGC delegates for guidance in two matters (same questions as last year since the RL Manager was unable to attend the 2019 IGC Plenary due to the onset of the COVID'19 crisis):

1. <u>Shall the registration fee be adjusted</u>?
   The standard fee of 4 €/pilot with a minimum fee of 100 € per event and a maximum of 300 € [4] has not been adjusted for many years. The income from the IGC Ranking List is used for various IGC purposes, among others to cover travel costs of IGC officials and to procure material. All these expenses are subjected to general inflation yet the fee generating income to cover these expenses has been kept constant for quite some time. It seems that a sensible adjustment would be welcome.

2. <u>Shall other types of contests be allowed to register with the IGC Ranking List</u>?
   For the moment only the results of two main types of contests are possible to upload: either the typical gliding contest with the 1000 point system or a Sailplane Grand Prix event.
   In 2019 and 2020 we had to handle a third type of event: the E-Concept with a new method of calculating results [5]. To cope we re-calculated the results as place-based and thus treated the E-Glide as just another Qualifying SGP. We acknowledge that this is probably not necessarily the best way to reflect the gliding performance of the competing pilots and suggest therefore that the E-Concept should be given its own formula for converting competition results into ranking points.
   We are also aware of contests where pilots take turns to fly a shared single-seater glider throughout the competition. In order to not invalidate or devalue the results of all involved we handle such situations by lumping plane-sharing pilots together as an anonymous team (usually designated as "(team)" in the RL) as well as setting the "deceased" flag in order to prevent that any such team is been reused by someone else (and thus taking advantage of the ranking points that originated from someone else's past performance). We <u>don't</u> want to suggest that the highest ranked pilot in such a team shall be given the ranking points – this would actually be unfair, in our opinion. Rather, we want to suggest that perhaps a new scoring method can be proposed where, for example, only the three best day results in a competition are used. This way two pilots sharing one single-seater in a week-long contest can still both hope for good ranking from such a contest.

## ORGANISATIONAL MATTERS

During 2020 the Annex D committee consisted of Brian Spreckley, Keith Nicholson, and Reno Filla (chairman). Reno Filla has been the RL Manager since 2016 (solo since 2017) and since 2018 Lars Rune Bjørnevik is the RL Administrator. The work split between us is as follows:

RL Admin (Lars Rune Bjørnevik)
- Pilot support (pilot profile/account management)
- Contest support (contest registration, results upload + calculation)
- System admin/developer (including support for external developers)

RL Manager (Reno Filla)
- Pilot support (pilot profile/account management)

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4) http://www.sgp.aero/igcrankings/about-the-igc-ranking-list/sanction-fees.aspx
5) https://www.fai.org/sites/default/files/e-concept_v15.pdf

- Contest support (contest registration, results upload + calculation)
- System super user/developer
- Commercial point of contact (invoicing, NAC support, bulk rate negotiation)
- Chairman of the Annex D committee

## ACKNOWLEDGEMENTS

Reno Filla

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