



### **Report from the CIVL Competitions Coordinator: December 2014**

The content of the report is based on data extracted from the WPRS database from 2007 to 31<sup>st</sup> December 2014 and competitions coordinator records of sanction applications and fees in 2012 – 2014.

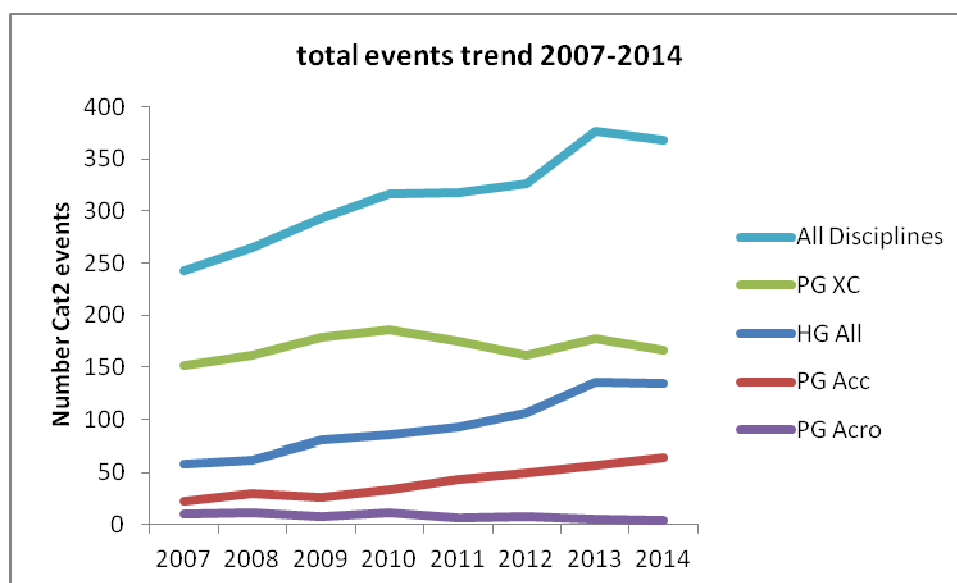
It should be noted that there are certain factors which may distort the data, such as:

- HG events are sanctioned on the basis of a single event. An event may include 4 or more disciplines, Class1 XC, Class1 Sports Class XC, Class 2 and Class 5, Acro and Speed.  
(During the time period noted only 2 HG acro events have been included with the wprs and 1 HG speed event)  
The total number of HG competitions is based on Class1 XC unless a specific 'other' discipline event was sanctioned.  
HG sanction fee income is based on the total number of Class1 XC events, unless a specific 'other' discipline event was sanctioned.  
Class1 Sports Class pilots may be double-counted in participation numbers where Sports Class tasks were the same as Class1 as these pilots will score wprs points in both disciplines. Where a different Sports Class task is set the pilots score only in Sports Class.  
Minimum task requirements still exist in HG events (2 tasks). Events may have scored but due to less than required task numbers do not appear as valid competitions in the wprs. In this way there can appear to be pilots competing in an event that for wprs purposes had no tasks.  
In some Sports and Class 5 events valid competitions have been scored with only 1 pilot competing.
- The data from the wprs does not identify the reason behind non-scoring competitions or non-scoring tasks since rescheduled events are not re-entered with a new ID.

#### General notes:

Participations in events record the number of pilot tasks flown and do not refer to the number of actual pilots. A pilot who enters a number of events will be recorded as a participant in each event in which they received wprs points.

**NUMBER OF SANCTIONED EVENTS TO 31<sup>ST</sup> DECEMBER 2014**



Discipline	2014	2013
Paragliding XC	166 (8)	178
Paragliding Accuracy	64 (12)	57
Paragliding Acro	4 (0)	5
Hang Gliding Class 1	70 (2)	72
Hang Gliding Class 1 Sports Class	35 (4)	26
Hang Gliding Class 5	33 (1)	32
Hang Gliding Class 2	10 (1)	6

(Note: figures in brackets show events for which no results have been submitted as 31<sup>st</sup> December. This may include cancelled competitions and events for which the organisers have not yet submitted results

The total number of sanctioned events can be split by discipline as follows. The numbers in () refer to the % income from sanction fees in each discipline for the year in question.

	PG XC %	HG (all) %	PG Accuracy %	PG Acro %
2011	55 (61)	29 (28)	14 (7)	2 (4)
2012	50 (60)	33 (29)	15 (7)	2 (4)
2013	47 (59)	36 (31)	15 (7)	2 (3)
2014	45 (62)	36 (27)	18 (8)	1 (3)

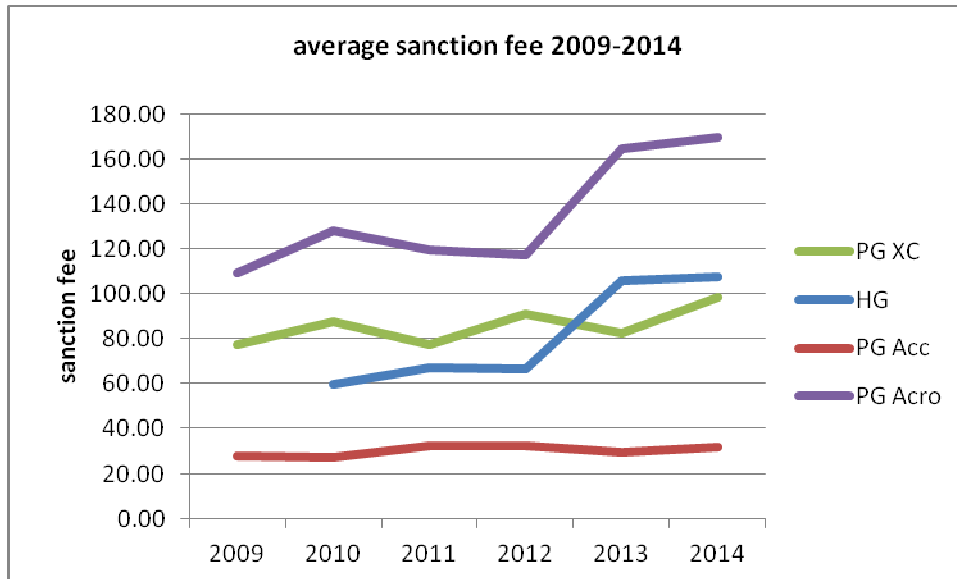
**SANCTION FEES:**

PG accuracy events average 32Euro per event the same as during 2013.

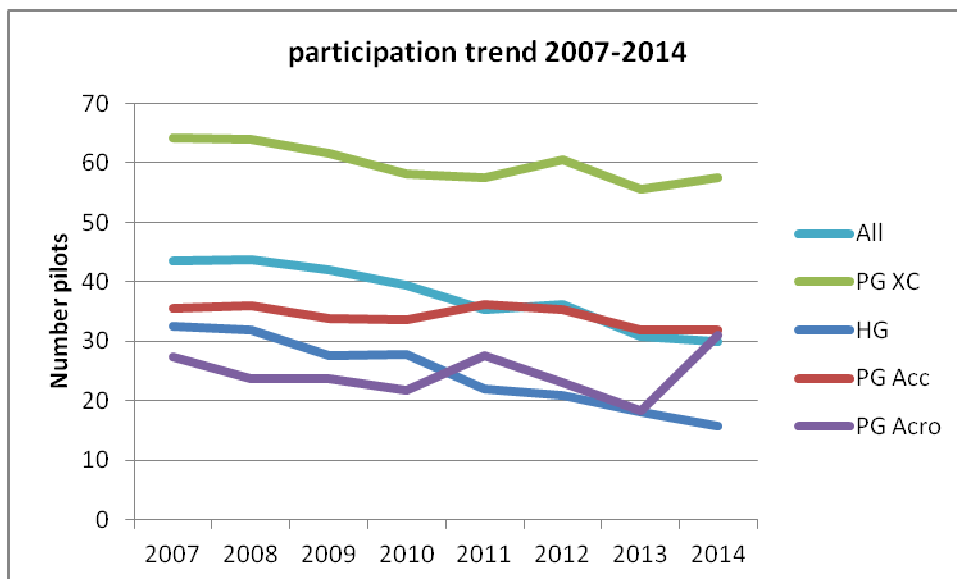
PG XC events average around 99Euro per event. The highest fees (for 1 week or less events) were paid by the US Rat Race (325Euro), the Canungra Cup (285Euro), PWCA events (250Euro) and the British Opens (240Euro). 31 events paid 200Euro or more whilst 14 events charged the minimum 20Euro sanction fee.

HG events average around 107Euro per event, although this figure is influenced by the aero tow events which have significantly higher entry fees than the average. The highest fee in 2014 was for

the Pre Worlds (337Euro) with Dalby (300Euro), the US events all 200Euro+. 9 events paid the minimum 20Euro fee. (Russia, Greece, Colombia & Ecuador)



**PILOT PARTICIPATION NUMBERS:**



The drop in 2013 PG XC corresponds to the cancelled events during the first half of the European season. Acro shows a sharp increase due to the separation of the solo & synchro wprs.

**PARAGLIDING:**

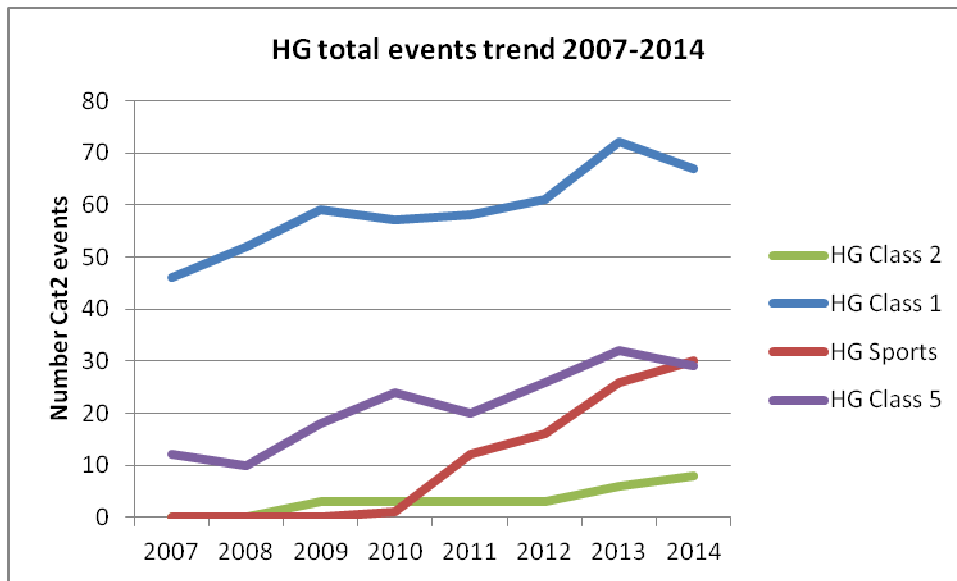
2014 saw much better weather conditions than the previous year with only 13 events cancelled completely due to weather and 1 due to an earthquake (2013: 38 events cancelled) Of these 4 events were rescheduled under the alternative dates facility.

1 sanctioned event was cancelled due to insufficient pilots registered.

**HANG GLIDING:**

5 HG Class 1 & Class 5 competitions were cancelled due to weather, one due to a fatality on the first day.

2 HG Class 2 competitions were cancelled due to weather  
3 HG Sports Class competitions were cancelled due to weather



#### **SANCTIONS APPROVAL PROCESS:**

Many organisers apply for sanction approval just before or at the 30 day deadline. As a result payment using PayPal is increasing to ensure the immediate acceptance of the application.

4 competitions have been refused due to application submitted late – each within 2 weeks of the event. One in Thailand (rescheduled) , one in Hungary (rescheduled), one in Greece (rescheduled) and one in Norway (proceeded without sanction).

The CIVL sanction application form includes the statement that the organiser has the approval of the host nation NAC. CIVL hold a list of a small number of nations who require a specific signature on the application form in order for it to be considered for approval. Some local organisers have circumvented to national approval system and sent the application form direct to CIVL. In these instances it is necessary to contact the NAC or the delegated representative to confirm approval of the application. This can cause some delay in officialising sanctioning the events.

There has been one instance of a NAC considering refusing to allow an event to appear in the WPRS ranking due to an organiser inadvertently circumventing the NAC's own sanction procedure. It was the first time a sanctioned PG event had been held in the country and procedures for free-flight sanctioning seem to have been unclear. The matter was resolved satisfactorily and pilots received their ranking.

#### **RESULTS PROCESSING:**

Many organisers have to be reminded to submit the results, some multiple times.

In very general terms the Asian, Eastern and Northern European organisers are the most proactive and submit timely and accurate results in the required format. The majority of HG and PG XC results are submitted as fsdb.

Accuracy results are submitted in .xls format and are frequently wrongly formatted.

Asian nations often send results in the native alphabet or with name translations that frequently don't coincide with the spellings in the wprs database. In these instances each pilot has to be manually checked against the wprs database.

Results outstanding at 31<sup>st</sup> December 2014:

PG XC: Results from 8 events are outstanding.

PG Accuracy: Results from 12 events are outstanding

HG Class 1: Results from 2 events are outstanding

HG Class 1 Sports: Results from 4 events are outstanding

HG Class 2: Results from 1 event are outstanding

HG Class 5: Results from 1 event are outstanding

These may be due to the event having been cancelled and the organisers have failed to inform CIVL, there were no pilots in attendance in a particular class of HG event or simply that the results are not received from the organisers.

### **SPORTING LICENCES:**

Most organisers submit Sporting Licence information in the results. Of those who don't submit the information the majority respond positively and provide the information.

When organisers / NAC's question FAI office about Sporting Licence requirements they state the FAI rule that it is a requirement that a pilot holds a Sporting Licence in order to compete in a sanctioned event. This leads to non-sporting licences holders being excluded from events in certain countries while in others they are allowed to score.

Further confusion arises when NAC's / organisers see the asterisk against a pilots name in an event as not holding a Sporting Licence since they understand that this is not possible.

A number of NAC's have questioned how CIVL treat Sporting Licences since the rules of FAI are very clear on this matter.

### **INCIDENTS:**

There is no currently mandatory requirement for organisers to provide this information. They are encouraged to do so in the results reminder email or in the email with the link to the results in the wprs. In general the Asian & eastern European PG organisers, HG and PG Acro event organisers are the most proactive and provide comprehensive information.

Most organisers provide at least brief details when requested to do so, few complete the online incident form.

The online incident report is very lengthy and not conducive to encouraging pilots or organisers to submit information. A number of organisers have commented on how difficult it is to complete and that the required format for some information is not defined & creates an error message on save.

Once the error has been 'stored' it seems impossible to edit or save the form.

The online incident reports (<http://civlrankings.fai.org/FL.aspx?a=359&>) are equally difficult to use since there is no obvious logic to how the page is presented. There is no date order, nation order or any means to re-order, filter or search the forms. What are they used for & by who?

PG XC:

44 events were either reported or known to have incidents. 167 tasks were flown over these particular events and at least 53 rescue deployments have been noted.

5 fatalities have been reported.

HG:

Class 1: 8 events with reported incidents, 2 fatalities

Class 5: 2 incidents, 1 fatality

Class 1 Sports: 3 incidents

**WPRS:**

A new synchro acro wprs ranking is now online.

Member status has been updated to show pilots of nations with Temporary Member status as such. Previously non Active members were shown as 'Not FAI Member'

Change of nationality:

When a pilot changes nationality, the wprs changes nationality for the entire record. Some pilots have requested that the historical record reflects their nationality at the time of competing and changes only at the time of the wprs record being updated.

Gender:

The details page of the pilot ID has been restricted so that only an administrator can amend a pilots gender.

This year saw a pilot repeatedly changing their gender in order to appear in the women's ranking. The results had been correctly submitted to show the pilot as male and the pilot had agreed in writing that they were competing under the male gender.

**Cat1 Championships Management**

Allocation: The Cat1 Championships during the year have been undersubscribed so qualification checking only has been required. The Pan American championships organisers seemed unaware of the S7 qualification criteria and deadlines and 'approved' unqualified pilots.

Nicky Moss

December 2014