



CIVL COMPETITION COORDINATOR

2017 Report

Presented by: Claudia Mejia de la Pava
Atlanta, December 2017

Note: The following abbreviations are used in this report:

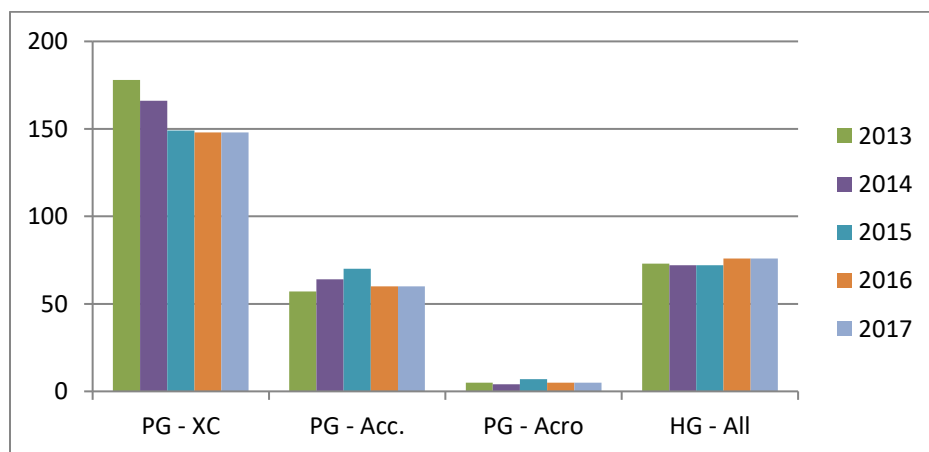
PG-Acc = Accuracy; PG-Acro = Aerobatics Synchro/Solo; HG-SC = Sport Class;
 CC = Competition Coordinator.

The information in this report has been collected from the WPRS website, from the email exchange between CC and event organizers, from the FAI website and the CC 2016 Report.

Sanctioned Events

There were a total of 291 sanctioned competitions in 2017; no HG-Acro or HG-Speed Gliding events were sanctioned this year, which was also the case in 2015 and 2016.

Discipline	2017	2016	2015	2014	2013	Notes
PG – XC	149	148	149	166	178	
PG – Acc.	67	60	70	64	57	
PG – Acro.	5	5	7	4	5	<i>Synchro & Solo</i>
HG – Class I	64	66	68	70	72	
HG – Class II	2	3	3	10	6	
HG – Class V	31	35	29	33	32	
HG – Sp. Class	30	41	33	35	26	
Total Comps	291	289	298	305	312	<i>HG Classes combined</i>



Note: HG includes Classes I, II, V and Sport

As shown on the graph, compared to 2016, PG-XC events have stayed mainly the same; the number of HG events were also similar to 2016 with Class 5 and Sport Class having less events sanctioned events in 2017 (see "sanctioning process" below). PG-Acc. events increased roughly by 7 events compared to 2016 and PG-Acro sanctioned 5 events like in 2016, but there was one event that could not be sanctioned due to the organizers failing to submit the sanctioning paperwork on time.

Sanctioning Process

The process implemented last year (requirement of including copy of sanction fee payment and having to submit everything before sanctioning process could be forwarded to the FAI counterpart) worked fine for most of the events. Most organizers who did not know, would comply with the requirements once they were reminded or explained of what they were. There were several events that failed to comply with the requirements and the deadlines so that these events were not sanctioned by the FAI nor by the CIVL; several of those still took place nevertheless, but the points did not count towards WPRS. There was one exception.

The project of having an improved system where organizers are able to upload the documents directly online is a very promising one.

CIVL Competition Timeline

This timeline still shows to be a useful tool; however, in my opinion, when an organizer submits the complete paperwork for an event and it is being processed by the FAI, it could already be included in the Timeline. It may take up to 5 days to have an event up on the FAI calendar and then a couple more until they are up on the CIVL calendar and Timeline. Having these events in the timeline as "sanctioning pending" would give organizers a better idea of what is being programmed.

Processed Results

Most organizers/score keepers submitted the results within reasonable times, many other with days or more than a week of delay. Several others had to be reminded about it.

At the time of this report, there were about 25 events that had not yet received the results for not including the results for events in December of the 5 or 6 sent last minute (Dec. 30-31st).

The CC has a reminder email scheduled to go out the first days of January.

Some organizers submitted their results in the wrong format, incomplete or inaccurate files and most of the times these were sent back with a clarification email. In order to avoid the same situation the CC has been sending out a template, especially to PG-Acc and PG-Acro organizers, for them to use as well as an explanatory text. This has improved the process.

Incidents / Accidents

Organizers are prompted to submit or fill out online accident report forms when they report an accident or incident and most of them do. The CC asks for confirmation on accidents when the reports are submitted, but there is no exact way of controlling this.

Pilot CIVL ID

There were several cases of pilots with double or multiple CIVL IDs, where the CC worked together with the organizer, the NAC or the pilot himself to sort it out and merge all IDs into a single one. This will continue to help keeping a better and more accurate database and ranking.

The organizers / scorekeepers are beginning to understand the need of accurate names / CIVL IDs on the results files and using the CIVL database Search Tool to do so.

There was a substantial improvement regarding 2016 and it shall continue to improve.

FAI SLs

Again this year there were many pilots allowed to participate in Cat. 2 events without having a valid FAI SL. The organizers are being able to use the online SL database, which has revealed to be very helpful since many of them seem not to verify, at the time of registration, whether a pilot has a license or not.

FAI Website

The migration of the FAI website to the new one created several issues for the CC. Hopefully these will improve as their work progresses.

Conclusions

The work atmosphere and dynamic for the CC was quite good again in 2017.

Interaction with NACs was mostly positive and productive, with FAI and CIVL colleagues as well and with pilots too.

Getting organizers to submit results in time is still something needs improvement.

It has been a pleasure as well as a very rewarding experience to serve as the CIVL Competition Coordinator for the past two years. I always did my best to work efficiently, to apply the rules and regulations, to provide assistance to organizers and pilots and to run things in a fair manner for all. It is very sad to have to leave my job and I will miss the interaction with my fellow pilots and organizers worldwide! Thank you.


Signed: Claudia Mejia de la Pava – CIVL CC
Atlanta, December 30th 2017.