IGC 2020 Plenary Meeting
Agenda Item 10.2.3

Annex D Committee

Reno Filla, Chairman

Report to IGC Plenary 2020

18 January 2020, updated 3 March, 2020

# Annex D Committee Report to IGC Plenary 2020

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, as announced at the previous IGC Plenary, last 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 even though the actual number has been somewhat lower in 2019 compared to 2018.
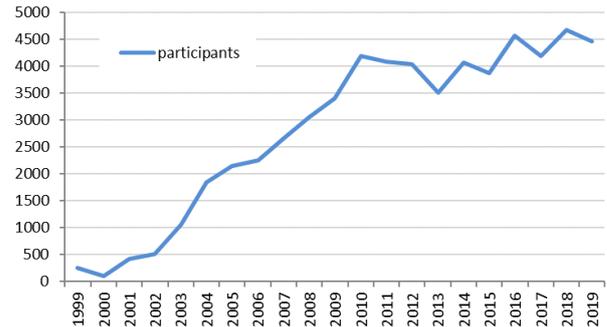
The number of individual competitions (i.e. the total amount of classes in all championships) has certainly increased since 2010 (see figure to the right which shows the relative change with the year 2010 set as the reference).

This means that while we have the same number of pilots competing in 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.
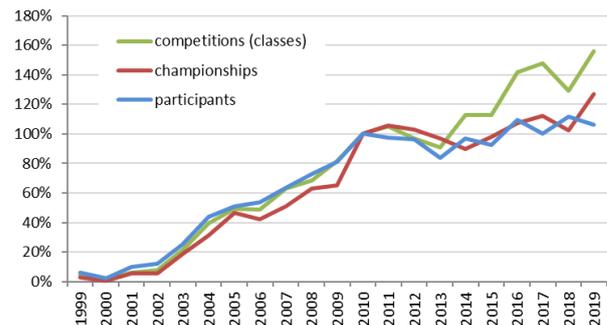
This development has a direct impact on the workload for administering the Ranking List: the manual labour involved in collecting and uploading results increases with an increase in competitions (classes). Since we, sadly, still have to put a certain amount of time into dealing with double pilot profiles also the increased number of participants leads to higher workload for the RL team, although indirectly. But things have measurably improved during the last two years.

Looking at the distribution of competitions over the season we again see that, predictably, most of the contests are run during the summer season of the northern hemisphere. While the 2018 season showed a ramp-up towards September and in the 2017 an early peak in June was followed by a certain decrease, the chart shows that the 2019 season more resembled a combination of 2017 and 2018 with a plateau in June throughout August (note that the diagram above 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 is of course influenced by the fact that we managed to attract lot more championships, most of them small-scale Category 2.

SUBMITTING COMPETITION RESULTS

A major source of additional workload for the Ranking List staff and frustration for the pilots are 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 of proposal 8.3.4 which for the first time set clear deadlines. As a result of this most results have been delivered in time, though some did not and consequently had to be refused.

In several cases during the previous season competition officials had to be reminded that it is their responsibility to send the results to the RL team. If SeeYou is used as scoring software this is straight forward by simply sending a link to the results page on SoaringSpot, while in the case of StrePla an XML file is generated by the software/website which has to be emailed to the Ranking List team – just as simple. At this point we would like to thank the StrePla developers for having worked with the RL team to get this new feature implemented, which has already saved time and increased the quality of results reported.

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].

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 2019 a number of NACs worked with their respective pilot lists and notified us about required changes. This is very appreciated. Unfortunately, new such double profiles are created all the time, also during the 2019 season. Sometimes the ranking score from whole championships has been submitted without referencing pilot IDs, thus creating many new double profiles that needed to be merged manually with pre-existing profiles – with the consequence of a significant amount of the RL team's capacity been occupied with such sanitation efforts.

Above mentioned approved 2019 proposal 8.3.4 also addressed this: a deadline for reporting of errors now exist and re-calculation of already finalized seasons is no longer an option. Also result data sets without pilot IDs referenced are now ruled incomplete and thus not legible for inclusion into the RL.

SYSTEM DEVELOPMENT

As mentioned above, the RL team has worked closely with StrePla to improve the way official results are communicated, which also greatly reduces the possibility for anomalies like double pilot profiles.

Furthermore, now a snapshot of the RL database is automatically taken each night and on the website one check what the official ranking was back in time at any day during the season [1].

Further improvements include the implementation of a REST API for data exchange with other sites and applications as well as preparations to move to PHP 7 for increased security and functionality.

---

1) https://rankingdata.fai.org/SnapshotRLstandings/ShowSnapShotRL.html
2) http://www.sgp.aero/igcrankings/competitions/instructions-for-scorers.aspx

Also, pilots can now be marked as deceased in the RL database pilots, preventing adding new results to the pilot's profile. This has happened several times in the past when someone by mistake referenced a deceased pilot's RL-id. For now the pilot is still visible on the website, though.

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.

As in 2018 at the end of 2019 we again 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. We adjusted this prior to finalizing the 2019 season's official rankings (see right-hand side table).

Other anomalies under 2019 included the discovery that SoaringSpot suddenly started using ISO country codes rather than IOC [3] which caused uploads to the Ranking List to fail and SoaringSpot suddenly switching P1 and P2 for crews in the Two Seater class which meant that from a certain point in May all Two Seater results got initially attributed to the wrong pilot.

CAT 1: compname	startdate	compclass	qualfact	corrected to
FAI Sailplane Grand Prix World Final	2016-11-05	18m	0.6	0
Pan-American Gliding Championship	2015-04-06	Club	0.6	0
Pan-American Gliding Championship	2015-04-06	15m	0.6	0

CAT 2: compname	startdate	compclass	qualfact	corrected to
Australian State Competition (VIC)	2015-02-07	15m	0.09	0
Australian State Competition (VIC)	2016-02-06	15m	0.3	0.15
Australian State Competition (VIC)	2017-02-04	15m	0.3375	0.225
Australian State Competition (VIC)	2018-02-03	15m Standar	0.6	0.45
FAI Sailplane Grand Prix, USA	2018-03-24	18m	0.6	0.45
Fly-Pink Cup	2015-05-30	Club	0.15	0
German Gliding Championships	2015-05-26	15m	0.15	0
German Gliding Championships	2017-07-04	15m	0.45	0.3
German Gliding Championships	2015-08-11	18m	0.15	0
German Gliding Championships	2017-07-04	18m	0.45	0.3
National Air	2015-06-08	Open	0.12	0
Pribina Cup	2015-04-03	Club	0.15	0
Pribina Cup	2016-03-25	Club	0.3	0.15
Pribina Cup	2017-04-14	Club	0.45	0.3
Pribina Cup	2015-04-03	15m	0.15	0
Pribina Cup	2016-03-25	15m	0.3	0.15
Pribina Cup	2017-04-14	15m	0.45	0.3
Pribina Cup	2015-04-03	Open	0.15	0
Pribina Cup	2016-03-25	Open	0.3	0.15
Pribina Cup	2017-04-14	Open	0.45	0.3
Slovak Gliding Championship	2017-07-02	Club	0.45	0.3
Slovak Gliding Championship	2017-07-02	Combi	0.45	0.3
Spanish National Championships	2015-06-28	15m	0.06	0
Spanish National Championships	2016-07-03	15m	0.3	0.15
Spanish National Championships	2017-07-02	15m	0.45	0.3
Spanish National Championships	2018-06-24	15m	0.54	0.405
Swiss Open Juniors National Championships	2015-07-01	Standard	0.15	0
Swiss Open National Gliding Championship	2015-05-23	Open	0.15	0
Swiss Open National Gliding Championship	2016-07-02	18m	0.3	0.15
Swiss Open National Gliding Championship	2015-05-23	15m	0.15	0
Swiss Open National Gliding Championship	2016-07-02	Club A	0.21	0.105
Swiss Open National Gliding Championship	2016-07-02	Open	0.27	0.135

During 2019 we have continued developing internal routines and semi-automatic functions to detect several known and frequently occurring anomalies but some mistakes like switched P1 and P2 are difficult to detect.

Also, the quality of the IGC ranking depends heavily on the quality of the results reported by the contest organizers which to a large extent is outside of the RL team's control. Therefore automation as developed for SeeYou/SoaringSpot, the SGP portal, the Norwegian gliding competition portal [4] and now also StrePla is highly beneficial – and we encourage and invite others to follow suit and work with us to develop similar quality-increasing functionality.

However, mistakes can and do always happen anyway. We therefore would like everyone to continue submitting suspicious cases to us for investigation and possibly adjustment.

In the past we have been contacted with questions on competition rating supposedly based on wrong pilot ranking. At that time we had little chance to go further as the pilot ranking changes throughout the year and competition rating is determined by the current pilot ranking at the time. However, with the nightly ranking snapshot (see previous section [1]) we now have the tool to detect and verify such supposedly wrong calculation of competition rating.

We are also occasionally contacted about supposedly calculation anomalies with respect to pilot ranking points. We have some cases left from previous years and another one has been reported recently. The RL team takes these reports seriously and investigates. However, the ranking algorithm is complicated and difficult to debug. We therefore ask for understanding that investigating these reports takes a significant amount of time. More volunteers would be certainly welcome and the RL team would be willing to share the relevant parts of the source code. In the specific recent case we are very grateful for the substantial help rendered by Keith Nicholson, the original RL developer.

A serious coding error has been uncovered just recently thanks to the watchful eyes of Philippe Depechy of the FFVP: apparently for many years the Junior Ranking List has not been derived

---

3) https://simple.wikipedia.org/wiki/Comparison_of_IOC,_FIFA,_and_ISO_3166_country_codes
4) https://booking.seilfly.no

according to the rules, which state clearly that a pilot is considered to be a junior until and including the year of her/his 25th birthday. Our investigation concluded that the original program code just considered as juniors all pilots who have not yet had their 26th birthday on the day of recalculation of the RL. This has now been corrected and the Junior RL has been updated accordingly (see table below). This bug apparently has been there ever since the IGC RL started in 1999, which means that until now potentially all official Junior Rankings since 1999 might have been affected.

(Orange text and cyan background marks pilots who have turned 25 in 2019 and are therefore in 2020 no longer eligible for the IGC Junior Ranking List, but who nevertheless have been listed as juniors due to above described program error.)

(Blue text and yellow background marks pilots who have provided a nonsensical date of birth which makes them about 2 years old and therefore includes them into the junior list – but who are believed to be older than 26. At the time of writing this updated report they have been contacted and asked to clarify.)

pos.old	pos.new	pilotid	surname	firstname	nationality	rankingpts	rankingpos
1	1	7929	Schröder	Simon	GER	973.2	32
2		7056	Gadoulet	Mélanie	FRA	973.1	33
3		7711	Hornik	Tomasz	POL	960	56
4		7542	Brattle	Jake	GBR	957.5	68
5		8019	van Empelen	Sjoerd	NED	955	81
6	2	6925	Briel	Simon	GER	953.3	90
7		8288	Sittmann	Robin	GER	939.8	152
8	3	7930	Biechele	Kilian	GER	939.3	156
9	4	9114	Sleigh	Finn	GBR	938.1	158
10		6966	Havet	Antoine	FRA	924.7	209
11		8346	Lonczuk	Artur	POL	918.1	244
12		7055	Untersee	Aude	FRA	916.9	248
13		10419	Stawski	Maxence	FRA	912.9	275
14		7945	Giovanelli	Davide	SUI	911.6	286
15		8669	Roublev	Sviatoslav	DEN	910.2	292
16	5	9436	Travner	Mark	SLO	900.3	333
17	6	7291	Nouwens	Marcus	RSA	898.4	347
18		9994	van Loon	Sjors	NED	897.9	348
19	7	8178	Bitinaitis	Ignas	LTU	896.1	360
20	8	7438	Viskot	Jan	CZE	893.1	373
21		7846	Smit	Robin	NED	890.6	390
22		7101	Kikalas	Ringaudas	LTU	890.5	391
23		6522	Leleu-Lambour	Valentin	FRA	886.9	403
24		7966	Moravcova	Barbora	CZE	885.5	416
25	9	10834	Bauer	Mike	GER	882.3	435
26		8350	Wojtaczka	Wojciech	POL	881.7	440
27		10117	Pieniazek	Juliusz	POL	879.6	453
28	10	8412	Daems	Pieter	BEL	879.3	454
29	11	10000	Surovcík Jr.	Milan	SVK	876.8	472
30	12	9854	Vis	Jelmer	NED	873.7	498
31	13	10463	Kazakov	Ivan	RUS	873	504
32		8017	Diesterweg	Robin	GER	869.3	530
33	14	9553	Macoun	Jaromir	CZE	865.4	552
34	15	9489	Virol	Enguerrand	FRA	864.5	557
35	16	9936	Schlautmann	Nils	GER	864.3	561
36	17	8014	Barth	David	GER	862.6	571
37	18	8050	Uhlig	Markus	GER	858.3	602
38		7312	Koch	Christoph	AUT	858.1	604
39	19	9203	Kittler	Toni	GER	857.4	608
40	20	7974	Dalboe-Pedersen	Emil	DEN	845.1	676
41	21	9731	Böswald	Max	GER	841.6	701
42		8171	Steiger	Tizian	SUI	841.1	703
43	22	10894	Keller	Michael	AUS	840.6	710
44	23	8173	Kirchberger	Lukas	AUT	836.6	738
45	24	10426	Dubreuil	Adrien	FRA	836	741
46	25	11260	Kowalski	Maciej	POL	835.4	749
47		11261	Biela	Stanislaw	POL	835.2	753
48	26	11893	Galaret	Astrid	FRA	834.1	761
49	27	9106	Allen	Clement	GBR	834.1	762
50	28	9437	Polajžar	Mark	SLO	833.9	763
51	29	9421	Doriat	Aurélien	FRA	833.4	772
52		7973	Fremau	Nick	BEL	828.5	798
53	30	10586	Kaczorowski	Jakub	POL	826.8	809
54	31	8738	Flick	Clément	FRA	825.4	812
55	32	9322	Klomp	Wilhelm-Alexander	GER	824.1	823
56	33	10410	Mallick	Victor	FRA	823	828
57		7944	Dall'Olio	Giacomo	ITA	822.4	831
58	34	10503	Fierain	Alexandre	FRA	822.2	832
59	35	8989	Jägli	Nico	SUI	814.2	880
60		9056	Sazhin	Daniel	USA	813.4	885
61		9621	Pring	Jon	GBR	806.1	952
62	36	9228	Collins	David	AUS	803.2	973
63	37	10006	Theiss	Henrik	GER	796.5	1023
64		7960	Valenta	Petr	CZE	789.6	1077

FAI – FEDERATION AERONAUTIQUE INTERNATIONALE – THE WORLD AIR SPORTS FEDERATION

ANNEX D COMMITTEE – REPORT TO THE 2019 IGC PLENARY

QUESTIONS TO THE PLENARY

The RL team asks the IGC delegates for guidance in two matters:

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 € [5] 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 we had to handle a third type of event: the E-Concept with a new method of calculating results [6]. 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 2019 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)
- 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

---

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

ACKNOWLEDGEMENTS

Reno Filla

Manager of the IGC Ranking List

Chairman of the IGC Annex D Committee

Fédération Aéronautique Internationale
Avenue de Rhodanie 54
CH-1007 Lausanne
Switzerland
Tel: +41 21 345 10 70
Fax: +41 21 345 10 77
www.fai.org
info@fai.org