

## **Proposals for modifications to World Pilot Ranking Scheme (WPRS)**

### **Outline considerations regarding WPRS**

- Pilots need to know in advance what points will be available at what competitions.
- Pilots need to be able to plan their competition participation in advance.
- Pilots need to be able to get into high points competitions. Get rid of (reduce) the apparently elitist competitions influence. E.g. World Championships and Continental Championships are very elitist in terms of who can enter. Many good pilots are excluded from these comps and hence excluded from high ranking points.

### **1. WPRS yearly devaluations.**

Extend the ranking list over three years with the following devaluations with time

- Results 0-12 months old worth 100% of their eligible score,
  - results 13-24 months old worth 80%
  - results third year worth 10% (or less)
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- This would help the Category 1 qualification list, anyone on the WPRS ranking list would be qualified
  - This gets rid of the abnormal swings we are currently experiencing due to the 18 month period which means there are generally either 2 northern and 1 southern hemisphere season or 1 northern and 2 southern hemisphere seasons counting.
  - If the old scores are worth only a token amount, then the results are really scored on two years worth of competition and hence current form is more important than old scores (or “resting on ones laurels”). If the old scores are worth a lot of points then the results will not change a great deal from year to year (comparatively speaking), favouring the existing established pilots (which is not necessarily a bad thing).

**Implementation Date: As soon as possible (March 31)**

### **2. WPRS sanction values and points**

When considering the following proposals please consider how they might fit in with Category 1 selection criteria.

- a. Category 0 or ‘super series’ (see proposal below) of 1.25 sanction value
- b. Keep Cat 1 at sanction value of 1.00 and Category 2 at 0.67
- c. A podium bonus of 1<sup>st</sup> 10 points, 2<sup>nd</sup> 7 points, 3<sup>rd</sup> 5 points, 4<sup>th</sup> 3 points, 5<sup>th</sup> 1 point.
- d. Continental Championships to be scored as Category 2 competitions unless there are 3 or more continental championships in one year, then each will qualify for full category 1 WPRS points (as proposed in draft 6)
- e. Category 2b for Open competitions with less than 20% competitors from outside host country with a sanction value of 0.5. Question: should the competition declare % of overseas competitors beforehand or after the event?

**Implementation Date: As soon as possible (March 31)**

### **3. Super series**

Establish a “super series” of Category 0 events (World Series, World Cup, Le Tour, etc...) that carry more ranking points than a Category 1 comp. World Championships would then be drawn from the list of organisers that have successfully run one or more of these super series competitions (negating the need for the official test events).

The super series events to be conducted in geographic areas (similar to the General section guidelines on “continental regions”, but modified so that there are 5 geographical regions (Europe, Nth America, Sth America, Australia/Asia/W Pacific and Africa. There would be 1 competition per year in each of the 5 geographical regions.

There would be one technical delegate at these comps, with that person simply being approved by CIVL (preferably from a country other than the host country)

For hang gliding these competitions would be need to be established from major international or 'national championships' for that area if the competition eligibility requirements are not too be a problem (this will reduce the workload on those countries competition officials).

For paragliding 'super series' events would be selected firstly from established PWC events. In the event there is not a PWC event in a 'geographic area' then 'super series' title would be available to an appropriate major international or national championship in that geographic area.

Proposed criteria for a super series event

- a. entry would be open to all pilots from any country (subject to being qualified under Section 7 Category 1 competition entry eligibility requirements).
- b. Site and organization should be able to safely handle 150 pilots (more if practical and safe)
- c. A minimum number of 4 different countries competing
- d. at least 60% of the competitors must be from outside the host country.
- e. at least 35% of the competition field reserved for pilots of that geographic area
- f. If the "local geographic area" does not fill the 35% of places by a certain, pre-advertised date, then the competition entry would be open to suitable pilots from any geographic area.
- g. Pilots have the right to compete in any two of the super series. If they wish to compete in more they can do so on a 'waiting list' basis, i.e. only if there are places available after allocation to those who have not fulfilled their quota of two. Waiting list priority to be given to those of the same geographic area as the host.

At present many good pilots are excluded from Category 1 competitions and rich/sponsored pilots are generally at the top of the rankings. This system would be no different. However, what this system does is gives pilots the chance to go for high points that they ordinarily would not have had the chance to get.

In addition by forcing top pilots to travel, competition expertise is spread around the world, as pilots who would not ordinarily be able to compete in Europe will now get a chance to compete against the worlds best. Doing this could very well produce some big surprises in the form of new, previously unknown pilots suddenly becoming skilled and enthusiastic competitors.

**Implementation Date: Jan 2002**