

Pilot ranking procedure

BBAC Competitions Club Committee – March 2008

This procedure is to define a mechanism to determine the UK pilot ranking order for entries to international competitions to be held in the year following the flying season described below. It is intended that the ranking order will also be submitted to the CIA for use in the determination of the world ranking list.

The selection will be made from British pilots fulfilling FAI nationality criteria and holding an FAI sporting licence issued by the BBAC or RAC. Pilots not fulfilling this condition will be removed from the rankings and lower pilots moved up to fill the gaps before this procedure is applied.

The procedure applies a weighted alternation between the ranking in the Nationals and the ranking in the Grand Prix series.

1. In the event that the same number of tasks is flown in both events, the ranking would directly alternate with the first position taken from the Nationals. If the Grand Prix had slightly more tasks, then the first place would come from the Grand Prix with single alternation thereafter.
2. In the event that there is a moderate difference between the number of tasks (Difference greater than or equal to 20% but less than 50%) then the alternation will be weighted 2-1-2-1 etc in favour of the event with the most tasks.
3. In the event that there is a large difference between the number of tasks (Difference greater than or equal to 50%) then the alternation will be weighted 3-1-3-1 etc in favour of the event with the most tasks.

Duplicates will be removed afterwards.

The Difference will be calculated as follows (the sign will be ignore if the result is negative):

$$\text{Difference} = \text{Nationals \%} - \text{Grand Prix \%}$$

where:

$$\text{Nationals \%} = \frac{\text{number of Nationals tasks}}{\text{number of Nationals tasks} + \text{number of Grand Prix tasks}}$$

$$\text{Grand Prix \%} = \frac{\text{number of Grand Prix tasks}}{\text{number of Nationals tasks} + \text{number of Grand Prix tasks}}$$

If the relevant event did not produce a valid champion (see rules 1.2.2), then the relevant event for that year shall be disregarded and substituted by the last event of that type fulfilling the criteria of rule 1.2.2.

There are two main advantages of this mechanism. Firstly, it still allows a pilot to choose not to do either the Nationals or the Grand Prix Series. Secondly, the mechanism automatically adjusts for poor weather causing only a small number of tasks to be flown. Note that any mechanism with this automatic adjustment suffers from the disadvantage that ones final place in the ranking cannot be determined until all the events have been run.

Use of the reserve Grand Prix.

The reserve Grand Prix will be called if the original Grand Prix from that season did not fulfil the criteria of rule 1.2.2. If some flying did occur at the original Grand Prix then the scores from that event will be aggregated with those from the reserve Grand Prix and the two events will be considered as one for the purposes of the ranking procedure.

Worked examples

Position	Nationals	Grand Prix
1 st	Pilot A	Pilot B
2 nd	Pilot B	Pilot D
3 rd	Pilot C	Pilot A
4 th	Pilot D	Pilot E
5 th	Pilot E	Pilot F
6 th	Pilot F	Pilot C

1. Equal number of tasks
A, B, D, C, E, F
2. 8 Nationals tasks, 10 Grand Prix tasks
B, A, D, C, E, F
3. 20 Nationals tasks, 8 Grand Prix tasks
A, B, C, D, E, F
4. 4 Nationals tasks, 11 Grand Prix tasks
B, D, A, E, F, C