



BRITISH CROSS COUNTRY PARAGLIDING TEAM SELECTION RULES

Document History

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2026-05-28	V2026.01	N Russell	3.3 Add exception to timescales 4 Selection criteria 6 Update pilot contribution	Comps Panel 2026-06-04
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Terms and Abbreviations

BHPA	British Hang Gliding & Paragliding Association
Comps Panel	BHPA Paragliding Competitions Panel
XC	Paragliding Cross Country
FAI	Fédération Aéronautique Internationale
CIVL	Commission Internationale de Vol Libre. (CIVL Hang Gliding & Paragliding Commission) is the FAI ASC for hang-gliding and paragliding.
NAC	National Airsport Control
ASC	Air Sport Commission responsible for a specific Sporting Code section.

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2 DOCUMENT PURPOSE, SCOPE AND GOVERNANCE

2.1 Purpose

Define the rules which govern the selection of the team representing BHPA.

2.2 Scope

FAI First Category Cross Country events

2.3 Governance

The Comps Panel Rules Officer is responsible for maintaining this document.

Revisions require approval by simple majority vote of quorate Comps Panel.

3 PRINCIPLES

3.1 Basis and Authority

BHPA is the NAC for paragliding in the United Kingdom responsible for nominating participants for Cat 1 events.

The BHPA delegates this responsibility to the Comps Panel.

This document is definitive and authoritative.

3.2 Purpose

The system for selection of the British Paragliding Team, as detailed in this document, is designed to find the best possible pilots to represent the nation.

3.3 Ground Rules

- Transparent
- Objective selection process
- Provide at least 12 months notice of change to the selection criteria
- Provide at least 6 months notice of change to funding considerations
- An exception to these time scales is allowed where an amendment to this document is required in response to a change by a regulatory body (e.g. FAI, CIVL, BHPA)

4 SELECTION AND QUALIFICATION

UK pilots are selected using the following ranking system:

- The top pilot using overall WPRS points
- All other pilots on their best current competition WPRS score
- Selection for “open” (i.e. all glider classes) Cat 1 events use PG XC WPRS points earned in open events. PG XC WPRS points earned on a sports glider in an open event are valid however those points earned on a sports glider in sports class events are not
- For sports class Cat 1 events use PG XC SPORTS WPRS points

If pilots have equal best current competition scores, the lowest number of competitions take precedence, otherwise the lowest CIVL id is used which favours those with more experience.

Only pilots who meet the current CIVL qualification criteria can be team contenders.

Determined by using WPRS data from the month of the ranking reference date, which is 3 calendar months before a championship start date. The rankings will change during this month and will only become final when the next ranking is published the following month.

For example:

- event start date 31st August
- Ranking Reference Date 31st May
- Selection date 1st June using the finalised WPRS May data

5 RATIONALE

The selection criteria has evolved in line with recent scoring changes at CAT1 events, i.e. World Championship and European Championship. Our motivation for change – to ensure we get the best representation from our most “in form” and “current” pilots to represent Britain at CAT1 events.

CAT1 events have now changed to FTV scoring (Fixed Total Validation) and it is clear this format favours racers as opposed to averagely consistent pilots. We have also recognised that with our old criteria we were losing skillful competitors, as it takes a lot of time to maintain a high average score over four comps, as is currently used to determine the WPRS (World Paragliding Ranking System). Finally we wanted a system that would collectively raise our game as our most ambitious and competitive pilots aim to secure their team place.

6 FUNDING

The Panel aims to send the maximum number of pilots allowed by FAI rules for the scoring team plus one reserve and team support .

Subject to available funding the objective is to cover the majority of costs associated with event participation including; entry fees, flights, accommodation, team clothing and local transport.

If funding is constrained the Panel will determine the whether to fund a full team at a lower level or a reduced team which would be selected following the rules described in this document.

For 10-day events, each member of the scoring team plus one reserve is expected to pay a non-refundable contribution of £350 until 31/03/2027, £375 from 01/04/2027 to secure their team place. Pilot contribution for shorter duration events will be pro-rated.

If the pilot contribution would be a barrier to participation a selected pilot may request exceptional funding from the Panel which will be considered on a case by case basis.

The Panel will not fund attendance for pilots beyond the scoring team plus one reserve. Any such pilot will need to fully fund themselves, except for team clothing.