

UK Paragliding Accuracy Team Selection Criteria for 2025 World Championships, Alanya-Antalya, Turkey, Oct 25 - Nov 4

Mandatory requirements (to be completed by the championships start date)

Registered squad member.

Registered squad members need to confirm that they are participating in the squad at the beginning of each year.

Maintain current BHPA membership until after the date of the championships.

Maintain current a FAI licence, issued by the BHPA, until after the date of the championships.

Maintain a current passport until after the date of the championships.

Not represented another country in any FAI air sport for the 24 months preceding the event.

Pilots must be as a minimum within the top 500 in the WRPS and (if applicable) have necessary WRPS according to championships local regulations at time of selection.

Has flown in an overseas Cat 2 competition before.

BHPA Pilot rated / IPP4.

Tow rating (if tow launch championships).

Agrees to behave in an appropriate manner (see definition and separate Code of Conduct) while representing country.

Abides by the rules of the competition while representing the United Kingdom.

Works as a team to be eligible for BHPA funding.

Agrees to sign the team funding and sponsorship agreement.

Accepts place within one week of confirmation email / letter date.

Accepts this selection criteria.

Must have scored a point in the selection procedure

Key dates

Start of selection period – 01/07/24

Squad registration – 31/01/25

Selection cut-off date – 27/07/25

Confirmation email / letter sent to selected team members – 28/07/25

Acceptance of team place sent to squad manager – 04/08/25

Selection procedure

The top pilots in the selection process detailed below will be selected to travel to the championship as part of the UK Team or as an individual. The number of pilots selected for the UK Team will be to suit the various gender combinations that can result from the team composition stated in the Local Regulations of a Cat 1 competition plus one reserve. If a selected pilot is unable to take a team or reserve place, then the next pilot in the selection league will be offered that place. Once a pilot has turned down a team or reserve place, they cannot be reconsidered for a team place until all other eligible members of the squad has been asked.

Selection process

Total points from the 'squad paragliding accuracy competitions league' and the 'squad training camp competitions league'.

Squad paragliding accuracy competitions league details:

- Covers the selection period.
- Includes pre-event competition if this falls outside the selection period, but is within 18 months of the main event.
- If no British Paragliding Accuracy National Championships occurs in the selection period then a National Championships that has occurred within 18 months of the main event can be used.
- New pilots who register for the squad during the selection period will only receive points from the date they registered as a squad pilot.
- Same point scoring system as the paragliding accuracy league will be used but only includes squad pilots.
- **At each FAI competition the number of 'competition points' awarded to the top placed British pilot will be equivalent to the number of British pilots in attendance up to a maximum limit of 30 points. The second placed British pilot will get one less point and so on. Tied pilots will get the same score that is equivalent to the higher placing they occupy. Pilots who gain the maximum score in a competition (ZAP every round) will only get one point, however, pilots who do achieve scores will be awarded points based on the number of pilots that they have beaten.**
- **Bonus points, in addition to the 'competition points', will be awarded for good performance where there are ten or less pilots attending a competition as follows:**

No. of UK pilots attending	Bonus points for top percentage placing (pilots with FAI licence only)									
	5%	10%	15%	20%	25%	30%	35%	40%	45%	50%
1	10	9	8	7	6	5	4	3	2	1
2	9	8	7	6	5	4	3	2	1	
3	8	7	6	5	4	3	2	1		
4	7	6	5	4	3	2	1			
5	6	5	4	3	2	1				
6	5	4	3	2	1					
7	4	3	2	1						
8	3	2	1							
9	2	1								
10	1									

- The last placed squad pilot(s) or only squad pilot in a competition will only get one point if they do not achieve a score. Pilots finishing above a last placed

pilot(s) who fail to get a point as above will still receive points based on inclusion of the last placed pilot(s).

- Points from best three competitions count.
- Competitions eligible for this league include any Cat 2 competitions (as long as the squad manager is advised of a pilot's attendance within a month of the event taking place), the British Paragliding Accuracy National Championships and any British league competition run to section 7C rules.
- Points degradation of 2.5% per month will take effect until the month of selection with the aim of selecting pilots whose performance is peaking.
- At the end of the selection period a multiplier will be used on the points based on a pilot's position in the WPRS to encourage pilots to increase their WPRS. The highest UK pilot in the rankings will have a multiplier of 1.5, second highest 1.475 down to 1.025 for 20th place.

Squad training camp competitions league details:

- Covers the selection period.
- Same point scoring system as the paragliding accuracy league.
- Points from the best number of training camp competitions count as follows: best 9 out of 14 or 13, 8 out of 12, 7 out of 11 or 10, 6 out of 9, 5 out of 8 or 7, 4 out of 6, 3 out of 5 or 4, 2 out of 3 or 2. Points from a single training camp competition count if there is only one training camp. Points will then be averaged into one score that will be carried forward into the overall league.
- Dates for training camps should be advised as early as possible with at least one month's notice. There shall be one training camp selection competition weekend per month.
- Training camps shall not clash with CAT1 events.
- ~~Training camps should not be held where the temperature is forecast to be below 5 degrees.~~
- Training camps and competitions shall be held in prevailing conditions. If high or low temperatures are forecast pilots and judges must equip themselves appropriately. In these conditions the squad manager may need to amend the flying as a duty of care, to ensure all personnel have sufficient breaks to account for the conditions.
- There will be one competition per training weekend.
- Training shall take place before a selection competition subject to a suitable weather forecast. Pilots will be advised when the competition is to start, and the cut-off time.
- Training camps shall not run after 17.00 on the last day of a training camp weekend.
- Competitions will have a maximum of 12 rounds, and there will be not dropped scores.
- A flying order will be maintained to encourage team working.
- Pilots who turn up late for a competition must comply with rules below.
- ~~Wind meter, windsock and judge to be present, unless agreed otherwise by the squad attending the weekend.~~
- Windsock and Judge to be present for competition and where possible and appropriate a windmeter
- Where possible and appropriate scores will be measured up to 10m.

- Judge can award re-flights in accordance with Section 7 C rules.
- The last placed squad pilot(s) or only squad pilot in a competition will only get a point if they do not achieve a score. Pilots finishing above a last placed pilot(s) who fail to get a point as above will still receive points based on inclusion of the last placed pilot(s).
- Points degradation of 2.5% per month will take effect until the month of selection with the aim of selecting pilots whose performance is peaking.

In the event of a tie between pilots after adding both leagues together, the pilots will be separated in the following order of priority:

1. The total distance scores will be compared at all selection competitions which all tied pilots attended regardless of whether the said competitions were one of a squad pilot's best competitions contributing to the selection leagues or not. If there is no common competition that the tied pilots all attended, then separation will default to below.
2. Highest placing at a Cat 2 competition or competition run to section 7C rules with regard to all competitors, and not just squad pilots.
3. Best score or number of DC's if the pilots in question have recorded DC's.

Rules on late entry and banking rounds at a training camp competition

- Pilots should advise the squad manager if they are going to be late or need to leave early at a training camp competition and should agree a time when they will arrive/depart from the competition.
- Pilots who arrive late for a training camp competition as above should make best endeavours to try and catch up rounds with other pilots but not prejudice other pilots in taking their flights.
- Pilots who need to leave before the last round of the training camp competition as above should make best endeavours to try and bank rounds but not prejudice other pilots in taking their flights.
- Both catch up and banking flights must be completed inside the competition start and end time.
- If late pilots can not catch up the number of rounds completed by the other pilots because of fading light, no winch / retrieve availability, unsafe flying conditions or other occurrence, then they will receive a maximum score for the missed rounds.
- If a pilot is unable to bank enough rounds, they will receive a maximum score for any missed rounds, in the event the pilot has banked more rounds than completed by the rest of the attending pilots all additions scores will be discounted.
- Pilots who arrive after the time agreed with the squad manager will not be allowed to enter the training camp competition.
- The squad manager should try and arrange the training camp to accommodate pilots who have advised they are going to be late or need to leave early.

Issues that could override the above selection procedure and be imposed by agreement between the Squad Manager and the Accuracy Panel

Fitness (illness, carrying injury, lack of fitness that could affect performance)
Not possessing Airsports type insurance
Inappropriate equipment (low hanging harness, high aspect glider etc)
Lack of knowledge of rules
Lack of team working*
General flying or accuracy skills not at required standard
Flying skills not suitable for the complexity of the championship flying site(s)
Concerns about safety

*Funding is for national teams, and therefore pilots are required to work as a team. At the event pilots are expected to receive and pass on advice, carry out line checks for other team members or individuals at launch when necessary, agree to flights being videoed, attend end of day debriefs, wear official kit, and accept compromises if necessary for the good of the team.

Appropriate manner

Pilots should not behave in a manner likely to be detrimental to their own or their team-mate's or an individual's performance.

By accepting a place in the team or flying as an individual, pilots agree to abide by the Sporting Code and the regulations for the event without reservation. They should remember that they represent their NAC and that their behaviour must be beyond reproach. It is every pilot's responsibility to fly in such a manner that their personal safety and the safety of others is maintained at all times.

Pilots should remember that the purpose of the championships is to "provide safe, fair and satisfying flying, and to reinforce friendship amongst pilots of all nations". Pilots representing the UK are expected to fly in the spirit of the competition.

Reserves

Panel expectations for the reserve pilot are as follows:

To accompany the team to the competition venue (with the same funding as a full team member)

To take the place of a full team member should injury occur before final team registration which results in one of the team being unable to fly.

If the reserve is not registered to fly in the team as above, then they will be allowed to compete in the competition as an individual if places are available. However, the reserve may have to withdraw from a round(s) to help a team member in an emergency.

Once the team has been registered, and the reserve is not flying in the competition, a reserve is expected to act as an assistant manager carrying out such tasks as helping UK pilots to launch, ensuring provisions are available, helping to fold gliders on the landing field etc. As such they will be a vital part of the team, supporting them as required.

Guidance for Squad Manager

Role

1. Need to attract the UK's best accuracy pilots and potential accuracy pilots, and encourage them to register for the squad, at least one year, preferably 18 months before the championships.
2. Accuracy panel agreed selection criteria to be put on the website.
3. Organise and run a programme of training camps for the squad at regular intervals, with coaches present whenever possible. Opportunities to demonstrate team working characteristics should be built into the training programme.
4. Organise collection of results and preparation of leagues used in the selection process.
5. Coaches should keep notes on the performance of all squad members during the whole programme and provide feedback at regular intervals. Coaches should look for the following:
 - erratic performance
 - poor performance in certain conditions
 - performance in conditions likely to be encountered in the championship event
 - response to training
 - fitness
 - equipment
 - knowledge of rules
 - team working
6. Encourage participation at as many national and international (Cat2) paragliding accuracy events as possible. Collect results.
7. Announce team and reserves in good time before the event, for booking flights, accommodation etc. Announce the team and reserves (1st reserve + 2nd reserve + 3rd) in a positive way. This can be done at a training event or competition if a large number of squad members are present, and immediately backed up with email confirmation to everyone. Or it can be done by email.
8. Encourage unsuccessful squad members to keep trying and advising them individually by email if they have been identified as 'good potential for next time'.
9. Confirmation email / letter should advise that a pilot has one week to accept a position on the team and that pilot should agree to pay for any costs paid on his / her behalf if they withdraw at a later date. An official BHPA letter may be required for sponsorship purposes.