



British Paragliding Competitions

**Advance British Club Challenge
Rules Handbook**



April 2025

BRITISH PARAGLIDING COMPETITIONS SPORTING CODE

- i. **General.** The British Club Challenge (BCC) is wholly subordinated to British Paragliding Competitions, which is an empowered Panel within the [British Hang Gliding and Paragliding Association](#). Participation in the BCC is subject to adherence to the [British Paragliding Competitions](#) endorsed BCC Rules, of which the following are emphasised as being key principles for any event.
- ii. **Safe flying.** All pilots fly under their own responsibility. It is each pilot's obligation to take all necessary actions to maintain their own safety whilst competing, and to ensure that they do not act in any way that might endanger any other pilots. It is a condition of entry to British Paragliding Competitions for all pilots to accept, without restriction, to hold the Organisers and British Paragliding Competitions Panel blameless, and waive all claims to compensation.
- iii. **Sportsmanship.** The purpose of British Paragliding Competitions is to provide a sporting, fair, competitive and safe contest, in order to determine event winners and to reinforce friendship amongst all BCC competitors.
- iv. **Communicable Disease Mitigation.** In addition to the responsibility of all pilots to fly safely, all participants and supporters of British Paragliding Competitions are required to adhere to the necessary precautions that mitigate the risk of transmission of communicable diseases. This includes any in force measures to protect against the spread of communicable diseases and stated variants thereof, noting that these mitigations may change at relatively short notice and differ between the Home Nations of the United Kingdom.

RULES AMENDMENTS

v. **Amendments for April 2025.** New Section introduced on Pilot Development and minor editorial changes throughout the document:

- **Club Pilot vs XC...**
- **XC League Management...**
- **Use of PureTrack.io...**
- **Sign to Fly**

vi. **Amendments for August 2024.** New Section introduced on Pilot Development and minor editorial changes throughout the document:

- **Pilot Rating.** Added a new section which details the role of the BCC in aiding its pilots in their development including the requirement to achieve BHPA Pilot rating inside two seasons (Section 7).
- Minor update to round draws which permits both teams from a host club to take part when a ballot is required (para 14a).
- Updated the section on Round Briefings to include more advice on what to include in the Roll Call at the start of the briefing (para 17a).
- A new sub-paragraph has been added to the Round Briefings section on cloud flying (para 17g).

vii. **Amendments for April 2022.** This is a comprehensive revision of the rules, chiefly necessitated by the launch of the new and much improved BCC website system (www.advance-bcc.uk). The changes are summarised as follows:

- Change to XC League Turnpoint Flight vice Open Distance for scoring (mainly para 10).
- Updated references, website terminology, especially for round management, and user responsibilities in relation to the new website throughout the document.
- Added new sections for BCC Club Round Coordinator, BCC Pilot responsibilities and the BCC GDPR Statement (Sections 9, 11 and 13).
- Revised Glider Ratings (Section 6).

viii. **Amendments for May 2021.** Additional guidance regarding measures required to reduce the risk of COVID-19 infection to competitors and third parties as well as minor editorial changes.

ix. **Amendments for March 2020.** There has only been one addition to the rules prior to the start of the 2020 season.

- The use of live tracking aids is strongly recommended for all BCC participants (para 16i).

x. **Amendments for March 2019.** Since the last, comprehensive update to the BCC Rules in April and June 2018, only minor updates have been made for the start of the 2019 season:

- Each registered club should look to organise at least one round per season (para 12).
- The list of required and recommended safety equipment has been expanded upon (para 16g).
- Team Captains' Responsibilities regarding safety equipment have been updated (para 30e).

ADVANCE BRITISH CLUB CHALLENGE RULES

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RULES AND PROCEDURES FOR THE ADVANCE BRITISH CLUB CHALLENGE

1 - THE BCC ETHOS

1. The Advance British Club Challenge (the BCC) is a UK Sport National Governing Body, in our case British Hang Gliding and Paragliding Association (BHPA), endorsed event, designed to introduce lower airtime paragliding pilots to cross country competition flying and promote the development of the appropriate skill sets. This is achieved through a friendly, coaching environment, with pilots competing in low complexity tasks as members of small teams against teams from other clubs. The primary aim of the BCC is pilot development through safe, supervised and enjoyable flying. To facilitate this a secondary aim of the competition is to encourage teams to visit other areas of the UK and fly at new and different types of sites to assist in the progression of their general flying abilities and airmanship.

2. The entry level, club orientated, and friendly nature of the BCC is intended to allow every BHPA club to enter a team and potentially fly at new sites while also not having to travel unreasonable distances to take part in a round. The scoring mechanism of the competition is designed to encourage regional rounds to take place across the country wherever it is flyable (eg Yorkshire Dales, Peak District, SE and/or SW Wales, Thames Valley etc). This does not preclude teams from travelling greater distances should they so wish but the staging of multiple rounds prevents a dozen clubs trying to get into the same round at a site which is only suitable for five teams to take part in. At the end of the season, the club with the highest combined score from up to six rounds is declared as Champions for that year. Prizes are awarded at the first round of the following season, which is normally held in April or early May. During the off season, the coordinators (coords) from the various participating clubs are encouraged to review the season and make suggestions for potential changes to the competition rules or structure for future years.

2 - GENERAL ADMINISTRATION

3. This document provides guidance for the safe and effective conduct of the BCC. The procedures and processes are recommendations designed to ensure a safe and fair competition, and mitigate the inherent additional risks created by any competition in an air sport which by its nature already has many recognised hazards and resultant risks. The acknowledged strength of the BCC is the BHPA Recreational Club structure, which sits at the heart of the organisation and conduct of each round.

4. **Team Organization.** A BCC team is the representative unit of a BHPA Recreational Club¹. Each club may register up to two teams. Each team has up to six scoring members, one captain/coach and five team members. The team captain is a key position and should be approved and empowered by the Executive Committee of the club being represented. A team may consist of just one member although this pilot should be capable of flying unsupervised and must be Pilot rated or better unless another team is willing and able to supervise and mentor that pilot for the duration of any round. The team can comprise a mix of BHPA Club Pilot, Pilot and Advanced Pilot qualified individuals; a weighting system is in place, which modifies scores, based on pilot rating and the class of glider being flown. The BCC aims to be wholly inclusive for all the members of any club. However, it should be remembered that the ethos of the competition is for the more experienced pilots to coach and develop the less experienced members of the team.

5. **Pilot Eligibility.** All participating pilots **must** be current Individual Flying Members of the BHPA to ensure that they are provided with the appropriate third party insurance. Team captains are responsible for ensuring this key requirement is complied with. Thereafter the competition is open to all pilots of sufficient experience and competence to safely fly with others, undertake thermal flying and attempt cross country flying, noting that the tasks set and related briefings must take account of the large variation in experience and ability of competing pilots. It is **recommended** that competitors have a minimum of **Club Pilot plus 15**

¹ This can include a BHPA School that is also configured for post CP coaching activity akin to recreational clubs.

hours of airtime, but team captains may use their discretion when selecting team members. Pilots should be full members of the club that they compete for. Once a pilot has flown a BCC round for a club they may not fly for another club in the same season. Tandem pilots may fly in rounds; however, they will only score as a single pilot.

6. **Glider Eligibility.** Only certified gliders rated EN A to EN D (including EN certified '2-liners') may be used in the BCC. All gliders must be flown in their certified configuration and cannot be changed in any way. A glider that has been changed in its configuration, even slightly in comparison with the tested model, or a glider that has not been tested, will not be allowed in the competition.

7. **Mandated Safety Equipment.** All pilots who wish to fly in the BCC must use a helmet and harness suitable for paragliding, which should meet the requirements defined in [FAI Sporting Code Section 7A](#). In addition, all pilots must carry a certified emergency parachute of a suitable size for their all-up flying mass. Pilots are reminded that they are responsible for ensuring that their emergency parachute system is configured, inspected and repacked in accordance with the manufacturer's instructions. As best practice team captains should encourage their pilots to carry other practical safety equipment such as a whistle, torch, dental floss and a suitable first aid kit.

8. **Mandated use of PureTrack.** All pilots who wish to fly in the BCC must have registered with and have at least one device that can provide a location to the PureTrack web service which is

9. **Registration.** All clubs must register and pay the entry fee for their team(s) before they are permitted to take part in a round of the competition. The BCC Coordinator will ensure that club and pilot registration is enabled before the start of the expected BCC season. There is no deadline for registration and clubs may register their first or an additional team at any point throughout the season, subject to the discretion of the BCC Coordinator for reasons of practicality. However, it is stressed that teams which haven't paid their entry fee and aren't registered on the BCC website won't be able to participate in rounds or score points.

10. **Advance BCC Website.** To register a team, club coordinators should complete the entry form, a link to which will be provided upon request from the [BCC Coordinator](#) before each season begins. Payment of the entry fee for the number of teams requested must be made by bank transfer to the BCC account before the team will be activated on the website and permitted to call or enter rounds. Every pilot who wishes to take part in the BCC **must** also register on the website, which is used for the key safety and administrative tasks required for the setting up of, running and then subsequently scoring completed rounds and thereafter displaying the updated BCC league table. The aim of the website is to enable all captains and pilots to have up to date information on the status of the BCC as the season progresses and reduce the admin burden of team management, giving the captains in particular more capacity to focus on supervision and mentoring of their pilots. Any questions on the form and function of the website should be directed to the BCC Coordinator in the first instance.

11. **XC League.** All BCC pilots are required to register for the [UK XC League](#) (which is free for club leagues) and they should select the club that they are flying for in the BCC as their 'Club' under [My Account](#). In addition, as some clubs either do not have a club league within the XC League (eg Southern) or have a club defined geographical limit on declared flights (eg Thames Valley), the pilots of those clubs should add a club such as SE Wales as an 'Other Club' in their profile (ideally they should also be a member of that club as well). Flights can be uploaded as whichever type the pilot prefers to score the most XC League points; however, unless briefed otherwise, it is only the Turnpoint Flight distance score from each flight, which will be used to score BCC flights. Pilots are reminded that should they need to contact the genuinely helpful XC League team to resolve issues, they **must** provide the information requested on the [Contact Us](#) page.

IMPORTANT NOTE. Please remember the instrument you use to record your flight must have your registered XC League name in it.

12. **Entry Fee and Finances.** The cost of entry per club is **£100 for one team and £120 for two teams**; depending on external factors these sums will be reviewed annually. All teams must pay the entry fee

before they are permitted to enter rounds. All expenses associated with the running of the BCC incurred by the organisers (eg website fees) will be met out of the entry fees. Most of the balance will be put towards prizes for the competing pilots and, should it happen, partly funding the end of season social event. A minimum balance will be kept over to facilitate the setup of the event in the following year.

13. **Prizes.** The following prizes will be awarded at the end of each BCC Season:

- a. **The BCC Trophy and Winners Prizes.** The coveted BCC Trophy, a silver cup adorned with the names of previous winners of the BCC will be presented to the 'BCC Champions' together with prizes to keep for the team members of the winning club.
- b. **Best Development Club Trophy.** To encourage clubs to maintain the focus on developing their pilots, another silver cup, adorned with the names of previous winners, will be awarded to the 'Best Development Club', the one that earns the largest number of development prizes over the course of the season. If at the end of the season the number of development awards is tied between two or more clubs, the one with the highest number of first XCs will be nominated as the winner of this most excellent prize.
- c. **Runners Up Prizes.** Prizes to keep will also be awarded to the team members of the club that finishes as 'BCC Runners Up' spot in the league table.
- d. **Furthest Flight.** A prize for will be awarded to the pilot who completes the largest XC League ratified Turnpoint Flight whilst competing in a BCC round. A Turnpoint Flight is defined as an open distance flight with a start and finish point, and up to three intermediate turnpoints. This means that you can use flight optimization software to compute your best distance. The start and finish points may be different to the actual takeoff and landing points.
- e. **Personal Development Prizes.** As the BCC is very much focussed on lower airtime pilots and their development through competition, a small prize will be awarded to every pilot who during the season achieves a milestone event in their personal development. In general, these will be first XC flights and personal best distances (both in the UK and overall), but other achievements will be considered (eg first flight to declared goal) on a case-by-case basis. Any development prize achievements should be logged on the BCC website by the pilots and ratified by team captains on the completion of each round.
- f. **The Spirit of the BCC.** A true mark of the friendly nature of the event, 'The Spirit of the BCC' prize will be awarded to the pilot or pilots who in the opinion of the BCC Coordinator has or have most epitomised the spirit and ethos of the BCC.

3 - ROUND ORGANISATION

11. **Scheduling of Rounds.** Rounds can only take place during weekends or on public holidays. Each weekend should normally consist of two, one-day rounds. Each round needs to be generated as a separate entry on the website; a team can join one or both rounds depending on their availability. More than one round may take place on the same day in different parts of the country; the website is designed to accommodate such arrangements. The intended slightly informal nature and flexibility of the BCC means that there are no pre-defined arrangements as to which teams should compete against whom or indeed where they should compete.

12. **Organising and Hosting a Round.** Every registered club is encouraged to organise (with assistance from the BCC Coordinator as required) at least one round during each season. This is to spread the administrative burden of the BCC, especially as most of the rounds are, for well-understood reasons, hosted by a small number of clubs. When a club has decided that it would like to organise a round and has the agreement of the host club, the round organiser should invite other clubs to attend and compete. This

is initially done by the host club coord logging onto the website and selecting *Create Round*, entering the date and location of the round together with other administrative details such as directions and rendezvous locations and setting the organising club. A Telegram message should then be sent on the BCC Captains' Group, informing them of the now *Proposed* round(s). At the point of registering a round, a maximum number of teams *and/or pilots* will be specified.

13. **Team and Pilot Numbers.** Round organizers are responsible for limiting team and in concert pilot numbers, and for choosing a suitable site. This may not be the best cross country site, but the one that suits the aims of the BCC and takes into account pilot numbers and the qualifications and experience of those participating.

14. **Joining a Round.** When another (visiting) team decides that it would like to participate in a round, the club coord must log onto the website and *Enter Teams in Round*, with one or both of their teams.

15. **Round Draws.** If more teams than the maximum number specified by the host club register to join the round, then a draw will be conducted by the BCC Coordinator to determine which teams will take part. The following points apply:

- a. **Hosts and Organisers.** The round hosts and organisers (which as specified above can be separate teams) are automatically guaranteed a place. In the case of the hosts, home advantage means that if that club has registered two teams, both will be granted a place, as the club's pilots would be free to fly at that site anyway and so they effectively do not increase the number of pilots flying at the site during the round.
- b. **Priority List.** All other teams requesting a place will be entered into a draw to create a priority list. It should be noted that clubs' second teams can also be entered but will be drawn separately and then added to the end of the main priority list, after all the first teams requesting a place have been drawn. The remaining places in the round will be allocated from the list.
- c. **Withdrawals.** Should a team that has a place subsequently withdraw from the round then the next team on the list will be offered their place and so on until all places are filled.
- d. **Earning Round Credits.** Providing that the round goes ahead and is validated, any team that requested a place but which was unsuccessful will be provided with a 'credit' for a guaranteed place in the next round which they ask to join and which requires a draw (ie more teams than places).
- e. **Spending Round Credits.** The credit must be used in the next round that the team looks to join and for which a draw is required. However, credits are not spent if the team is hosting or organising the round or if the round that the team uses the credit for is subsequently not validated.
- f. **Round Credit Limits.** A team cannot have more than one credit at a time. However, during a season, a team may earn and spend several credits depending on the outcome of the various draws, which it may be involved with.
- g. **End of Season.** Round credits cannot be carried over between BCC seasons.

15. **Confirming a Round.** Once the round organiser has decided that the conditions are favourable for the round to go ahead, liaising with the round host as required, they should *Confirm* the round on the website and update administrative details as required. As a matter of courtesy, the coords and/or captains of the visiting teams selected to take part should confirm with the round organiser that their team will be attending. This communication should be facilitated via the BCC Captains' Group on Telegram, although email, the BCC Facebook Group, or other means are acceptable should Telegram not be accessible.

4 - CONDUCT OF EACH ROUND

16. **General Considerations.** The round organisers play a key role in the running of the BCC. Each round organiser, who should have the full backing of their club's Executive Committee, should be comfortable with liaising with other team captains and delivering a confident brief to dozens of pilots of varying experience levels. The following guidance is offered to round organisers to facilitate the safe and effective conduct of each round:

- a. **Briefing.** A formal briefing must be given at the start of each day of planned flying or on change of flying site. Guidance on the conduct and content of briefs is given below. It is the responsibility of all pilots to attend the briefing. Should a pilot not be able to attend a brief it is the round organisers discretion, in consultation with all the team captains, as to whether any pilots that miss the brief are able to take part in the round. There should normally be clear extenuating circumstances for this to be the case. Post the brief
 - b. **Ground Marshal.** It is strongly recommended that the host club provide a dedicated ground marshal, preferably a Club Coach, who is not part of the flying team and who can communicate with the round organiser and other team captains via radio. Their role is to monitor weather conditions and flying activity to ensure that air law and good airmanship practices are maintained and that the conditions are suitable for the round to safely continue. Should they have any concerns they should immediately indicate them to the round organiser and team captains so that suitable action may be taken in a timely manner. It is recognised that this 'policing' of sites is common practice at most clubs around the UK. It is important that the presence of a BCC Round on a club site should not have a detrimental impact on flying operations at the site.
 - c. **Task Setting.** Each round must involve a specific task. In the case of the BCC, the standard task is a cross country [Turnpoint Flight](#) although a declared [Flight to Goal](#) may also be used if appropriate to the geography of the region. *When club pilots are taking part in a round, an expected landing area and 'Do not exceed' line will be set and briefed.*
 - d. **Mentoring.** The round organiser will determine a suitable level of monitoring and marshalling for the task. As the BCC is an experience-building event, briefings should be conducted in a communal manner to allow input and questioning from less experienced pilots and the reiteration of key safety points.
 - e. **GPS and Track Logs.** All pilots competing in a BCC round are required to use a device capable of producing a GPS track log which can then be uploaded to the [UK XC League](#). In addition to many modern multifunction GPS capable alti-variometers, there are several 'apps' that work with the range of modern smart phones to produce the required type of 'IGC' file with the appropriate 'G-Record'. All BCC pilots should read the [XC League Rules](#) to better understand the various factors, which may invalidate a track log. While use of GPS devices is now a requirement for competing in the BCC, as they aid with navigation and airspace de-confliction, witness landings and measured distances may be accepted on a case-by-case basis (eg following equipment failure).
- Note.** One of the biggest causes of IGC files being rejected by the XC League is the pilot name in their flight instrument not matching that of the name registered in their XC League profile. All pilots are encouraged to check and eliminate this possible discrepancy before the season begins and upon acquiring a new flight instrument.*
- f. **Communications (PACE Plan).** The use of radios, largely for safety purposes, is strongly encouraged and this should be considered the **Primary** means of passing information during a round. Although it is not a mandatory requirement for pilots to carry a radio, when used judiciously they can very effectively enhance both safety and situational awareness. Likewise, pilots who are comfortable

using Zello are encouraged to listen to the BCC Zello Channel. For round organisers, this will be an Alternate means of passing safety information but should be used where practicable. In addition, the BCC's Telegram channels can be used to pass safety messages as a Contingency means. Emergency communications should be via whatever means are at the round organiser's disposal, including mobile phone calls and SMS texts.

g. **Use of PureTrack.** Following several high-profile cases of pilots going missing in remote terrain during competitions, the BHPA Paragliding Competitions Panel have stated that all BHPA endorsed events, including the BCC, **must** use individual pilot tracking. Since obtaining Flymaster or similar trackers would not be feasible for the BCC, a Panel approved decision was made to adopt the [PureTrack](#) system which is free for all users and has the advantage of successfully operating with a huge range of devices including popular smartphone flying apps, satellite trackers (eg InReach), FLARM and ADS-B devices. Further information and help can be found [here](#). All BCC pilots **must** register for PureTrack, set up their Map Marker with at least one and preferably multiple tracking sources, including an app based source as default.

h. **Electronic Conspicuity (EC).** As many pilots have rightly taken advantage of the CAA's excellent EC rebate scheme, all BCC participants are strongly encouraged to fly with an EC (eg FLARM) device. They should also register that device appropriately before use so that it can be seen on the various web tracking systems (eg [Glide and Seek](#)) as well as in the cockpits of appropriately equipped aircraft. FLARM devices can also be one of the sources that feeds a pilot's PureTrack marker.

i. **Team Sheets and Pilot Accounting.** The round organiser, [working with the team captains](#), should ensure that completed team sheets, which are generated in the BCC website, and include the key details of all competing pilots, including PureTrack and emergency contact information, are complete immediately after the Round Brief is concluded and before any flying takes place. This includes all pilots having *Signed to Fly* as the round cannot be locked until this has happened. At this stage the round will be **Locked** on the website and all pilots will be marked as 'Not Accounted For'. This is an important safety step and the subsequent accounting for pilots at the end of the round one of the key supervisory requirements for the round organiser aided by the team captains and the pilots themselves.

5 – BCC ROUND BRIEFINGS

17. The round briefings must be carried out by the minimum of a Pilot Rated BHPA Club Coach. The [BCC Brief Aide Memoire](#) has been prepared to provide a handrail for the briefer. The following list of topics for inclusion in the briefing is not exhaustive and it is recommended that as a minimum all BCC briefs should have a strong emphasis on safety matters and as a minimum include the following elements:

a. **Roll Call.** To reinforce the pilot development and safety focussed aspects of the BCC, the briefing should begin with a currency check of all pilots and an identification (eg raising of hands) of Club Pilots, Coaches and First Aid qualified participants. The briefer should also take the opportunity to encourage Club Pilots requiring Pilot rating tasks to be completed to make themselves known to a Coach ahead of any flying commencing.

b. **Local Site Brief.** A comprehensive site brief that includes all local procedures, regulations and hazards. Emphasis should be given to local areas which must be avoided when landing out. This can be conducted post the main brief and should be delivered on take-off where salient features can be pointed out.

c. **Weather Brief.** A detailed and appropriate weather meteorological brief that covers the intended period of the task and highlights any expected changes. [This should incorporate anticipated convection activity, convergence lines, cloud cover, and any frontal effects \(including sea breeze fronts\).](#)

- d. **NOTAMs.** Any relevant [NOTAM details](#) and that could be expected on any cross country flight including Red Arrows, Royal Flights and Temporary Danger Areas.
- e. **Cross Country Route Planning.** Linked to the above, there should be a brief on local and downwind hazards, including danger areas, sensitive areas and controlled airspace. *The brief should make reference to a current aeronautical chart (which can be electronic or physical) to aid all pilots to visualise the items being briefed.*
- f. **Direction of Flight and 'May not exceed' Line.** When club pilots are taking part in a round, the briefer must specify the expected direction of flight, which can be specified as a cone based on a track line. In addition, when the airspace, geography and any briefed hazards are considered, an expected landing area and 'May not exceed' line must be briefed that the club pilots must adhere to. Acceptance of this is contained in the Sign to Fly statement.
- g. **Turn Direction.** A specified thermal turn direction close to the take-off site (normally within 1km) should be briefed. However, a reminder on air law should be provided to lower airtime pilots, as it is wholly possible that non-BCC pilots may establish a different turn direction which must be adopted for others joining that thermal.
- h. **Cloud Flying.** Cloud flying is not permitted and may lead to disqualification. Every pilot is expected to take appropriate action to prevent the entering of cloud. If a pilot does enter cloud they may not exit with an advantage and must be seen to retrace their track to the point they entered before continuing the flight. In addition, an appropriate means of exiting cloud should be enacted.
- i. **Reporting Times.** A land by and report in time *must be briefed and recorded in the round details on the website*. Overdue action should be initiated by a team captain or the round organiser should any pilot(s) not be accounted for by the report in time.
- j. **Actions On Incident.** A thorough brief should be given of the procedures to be followed by all in the event of an accident or incident on take-off. This should include a précis of how to request emergency assistance, what to do if a helicopter is summoned, and what to do if a glider is seen to crash or a reserve deployment occurs away from the hill. The Paragliding SOPs, which work well on a mobile phone, have a 'First Response' tab should an aide memoire be required.
- k. **Radio Channel.** A flight safety radio channel should be utilised up to pass pertinent information and to facilitate round suspension or cancellation and follow up coordination in the event of an accident, incident, or significant change in weather conditions.
- l. **Zello Channel.** A dedicated [BCC Zello channel](#) has been created which all pilots who use the app are invited to join. It is intended to compliment the flight safety radio channel. It should be used as a secondary means to relay pertinent information.
- m. **Sign to Fly.** On completion of the brief, all pilots **must Sign to Fly** against a standard declaration (which includes specifics for club pilots) through the BCC website. The round cannot be locked and flying commence until **all** pilots have completed this essential step.

6 – BCC ROUND SCORING PROTOCOLS

The Scoring Formula

18. Each completed BCC round gives a maximum of 1,000 points to the highest scoring team, and the remaining teams have their score proportionally calculated on the ratio between their score and the

winning score. The following factors are applied to the scores entered for each pilot to determine the team's overall score in each round:

1. Get Each Pilot's 'PilotScore'

PilotFactor:		WingFactor	
Club Pilot	= 100%	EN A	= 100%
Pilot	= 100%	EN B	= 90%
Advanced Pilot	= 90%	EN C	= 80%
		EN C (2-liner)	= 70%
		EN D	= 60%
		EN D (2-liner)	= 50%

PilotScore = Pilot KM * PilotFactor * WingFactor

2. Get 'MaxPointsForRound'

TaskMaxPoints	ClubsAttendingFactor	MinDistanceFactor (if used)
XC = 1,000	2 clubs = 50%	1 pilot over 5k = 20%
Ridge/Coast = 600	3 clubs = 75%	2 pilots over 5k = 40%
(not currently used)	4+ clubs = 100%	3 pilots over 5k = 60%
		4 pilots over 5k = 80%
		5+ pilots over 5k = 100%

MaxPointsForRound = TaskMaxPoints * ClubsAttendingFactor * MinDistanceFactor

3. Get Each Pilot's 'PilotPoints'

The pilot with the highest PilotScore in the round gets:

PilotPoints = MaxPointsForRound

For every other pilot scoring in the round:

PilotPoints = (MaxPointsForRound * PilotScore) / (highest PilotScore in the round)

4. Get 'TeamScores'

For each team:

TeamScore = Sum of 4 highest PilotPoints for that team

5. Get BCC League Points

Team with highest TeamScore:

BCC League Points = MaxPointsForRound

For every other team in the round:

BCC League Points = (MaxPointsForRound * TeamScore) / (highest TeamScore in the round)

Other Scoring Notes

19. **League Table Scores.** A team's total score for the season is an accumulation of their top six round scores. Teams may compete in more than six rounds, but only their top six scores will be counted. This is to encourage activity throughout the year and maximise scoring opportunities for all teams.

20. **Website Scoring Calculator.** The website has an automatic scoring calculator built into the team sheets where the pilots' rating, glider classes and distances, which are taken from their XC League flight URL, are captured for each team. Once the round is Completed by the organiser, which can only happen once all pilots are accounted for and all scores recorded (including 'No Score'), the BCC system will automatically score the points for each team. Please contact the BCC Coordinator if there are any problems with entering scores into the website. As a matter of courtesy to the round organiser and other clubs' team

captains should ensure that pilots have entered their scores on the website within 48 hours of the final land by time of a weekend.

21. **Minimum Clubs.** The round should ideally have at least three different clubs in attendance to be validated. Two or more teams from the same club may compete against each other in the same round providing that two other clubs are taking part. As detailed in Section 6, the BCC scoring formula is set to reduce the maximum number of points for the round when fewer than four clubs take part.

22. **Minimum Distance.** A pre-agreed number of pilots should achieve a minimum distance to validate the task; this should be agreed before take off and confirmed in the website before the round is *Locked*. In a Turnpoint Flight task this is typically five pilots at or over 5km, which is also the default website value and aligns with the minimum scoring distance acceptable for entering a flight into the [XC League](#). An algorithm in the scoring formula will limit the maximum number of points for the round when fewer than five pilots achieve 5km; this is to prevent a single 'lucky' pilot securing 1000 points for their team when nobody else leaves the hill, as it is indicative of far less than ideal conditions for cross country flight.

23. **Club Pilots and 'May not exceed' Distance and Downwind Cone.** Due to the safety related nature of the 'May not exceed' line and Downwind cone that are briefed and which all Club Pilots must adhere to as a condition of being permitted to fly XC, any Club Pilot that crosses the line or goes outside of the cone, will not receive a larger score than the 'May not exceed' distance. Furthermore unless they have a compelling safety related reason for having flown outside of the briefed area, they are likely to have their flight disqualified and receive no score.

24. **Round Summary.** At the time of *Completing* a round, the *Edit Narrative* section for that round on the website should be used by the round organiser to submit a précis of the day's events. This is to assist in the compilation of articles for [Skywings](#) so that regular BCC updates can be provided to the UK flying community. In addition, teams are encouraged to use the BCC Facebook Group to upload reports and photographs or videos.

7 - PILOT PROGRESSION AND THE BCC

25. **The BHPA Pilot Rating Scheme.** The BCC is primarily able to operate courtesy of the BHPA supported network of UK hang gliding and paragliding [recreational clubs](#), which crucially generate the supportive flying and social environment which is vital to the safe development of flying skills. As members join other recreational flyers on the hill, they are encouraged to continue their progression through the BHPA Pilot Rating Scheme (PRS). Indeed, the BHPA encourages Club Pilots through the PRS to improve their knowledge of flying related subjects to plan their progression to Pilot rating. The BCC fully supports and similarly encourages structured pilot development as it benefits participants and ultimately the BHPA.

26. **Requirement for Pilot Rating.** Although BHPA pilots holding a Club Pilot (Novice) rating can fly unsupervised in the club environment, the BHPA strongly recommends that all Club Pilots undertake training to obtain the full Pilot rating at the earliest opportunity. With the achievement of Pilot rating, a BHPA member is considered to be fully qualified, and therefore able to plan and execute cross country flight with the necessary skills and knowledge. Although the BHPA has approved the BCC as an event where Club Pilots can participate under the requirements of the 'Supervised Cross-country flying' exemption that was issued in December 2024 and then reiterated in the ['Who Can Fly Cross Country'](#) notification issued in January, this is not intended to be open ended in the BCC time bound (see para 28).

27. **The XC League and Club Pilots.** The BCC utilises the BHPA's XC League to facilitate scoring and to ensure that all flights are checked for airspace infringements and BHPA membership requirements. Although Club Pilots are permitted to enter flights, this is only for a limited period, as clearly stated in the XC League rules (2025), an extract of which is given below:

1.1 Pilot Qualifications

Entry to the XC League is open to all flying members of the BHPA who have a Pilot or higher rating. The Pilot exam demonstrates the knowledge and skills necessary for XC planning, in particular for avoiding restricted airspace.

If you are a Club Pilot and interested in XC flying, you can enter your flights provided you are flying within the coaching environment of your club. The following conditions must be met:

- You must have a full understanding of the airspace you will be flying in and must have been briefed beforehand by a qualified pilot.*
- You must pass your Pilot exam as soon as possible, if not in the current season then before the end of the next. Not doing so may result in your flights being removed.*

NOTE. This rule is actually a relaxation of the previous requirement. It allows Club Pilots to get their Pilot rating "as soon as possible, if not in the current season then before the end of the next season", whereas the previous rule was "... before the start of the next season". In practical terms it means that a pilot can enter the BCC as a Club Pilot and get up to one full BCC and XC League season (which ends on 31 October) and the whole of the next to obtain their Pilot rating without losing any flights on the XC League.

28. **The BCC and Club Pilots.** Further to the above, the BCC also operates a 'two season' policy for Club Pilots. Should a Club Pilot come back to the BCC for a third season, having not been seen to make substantial progress towards achieving their Pilot Rating in the previous two, they will not be permitted to participate in the BCC until they have done so, including passing the Pilot Exam, unless they have extenuating circumstances. These must be communicated to the BCC Coordinator ahead of attempting to register with the BCC for a third season as a Club Pilot.

29. **Obtaining the Pilot Rating.** There are two strands to Pilot rating: demonstrating skills attained through practical flying tasks, and demonstrating theoretical knowledge. The flying tasks are completed in the club environment, being guided by Coaches or Instructors and are captured in the [Pilot Task Book](#).

30. **Pilot Rating Tasks and BCC Rounds.** On the back of the information given above, it therefore follows that every BCC round presents an opportunity for Club Pilot rated participants to get outstanding Pilot rating tasks completed, witnessed and signed off by a Club Coach from their team or indeed another team. To that end, Club Pilots should be prepared to bring their task books with them to a round and highlight at the brief that they have tasks to be completed. Post the brief and before flying commences, they can discuss this with one of the coaches at the round. Thereafter a task completion review can be undertaken and if the criteria have been met, task books can be signed off at the end of the flying day as required.

8 - THE END OF SEASON BCC BASH

Note. This section is retained for information only. There hasn't been a BCC Bash since 2017 and since then, the agreed practice has been to award prizes at the start of the following season, as detailed in [para 33](#).

31. **Bash Scheduling.** *The End of Season BCC Bash (the Bash) will normally be held over a weekend at the end of September or in early October; the date and location will be notified at least two weeks in advance. This is to allow the maximum number of rounds to take place during the season whilst providing the best opportunity of holding the Bash during a period of good weather and to permit maximum attendance. The BCC Coordinator will actively avoid clashes with other national and local paragliding competitions when scheduling the Bash and both a primary and a fall-back weekend should be nominated. To achieve value for money it is a principle that the Bash will be held alongside a major social event of a BCC participant club.*

32. **BCC Bash Participants.** *Ideally all pilots who have taken part in the BCC throughout the season will be invited to and able to attend the Bash. However, if numbers need to be kept to a manageable level,*

generally due to venue or host club restrictions, the pilots of the top six scoring teams will be invited to the Bash. In addition all BCC team captains and their deputies will be invited to ensure that the maximum amount of feedback is received when the season is reviewed and proposals for future years submitted to the BCC Coordinator.

*33. **Aim of the BCC Bash.** The primary aim of the Bash is to bring together the various BCC teams from across the country to celebrate their achievements throughout the season. This also serves the dual purposes of facilitating low key, friendly flying and the awarding of annual prizes at a pre-arranged social event. In addition, the season will be reviewed by the team captains and suggested amendments for future years will be discussed and put forward for the BCC Coordinator to take to the BHPA Paragliding Comps Panel for ratification.*

*34. **Bash Task Setting and Prizes.** The nature of any flying conducted during the Bash weekend will be decided on the day given the weather forecast, the chosen location and number and experience levels of the various participants. Any flying that takes place should be briefed and supervised as per any other BCC round. Although small prizes may be awarded as a result of flying undertaken at the Bash it is stressed that these are of secondary consideration to the conduct of a safe, enjoyable and friendly flying event.*

*35. **Actions in the Event of No Bash.** Should it not be possible or desirable (and all team captains agree) to hold the Bash at the end of the flying season, the various prizes shall be awarded at the first suitable, ideally large scale, round at the start of the next BCC season.*

9 - BCC COORDINATOR RESPONSIBILITIES

29. The BCC Coordinator is responsible for undertaking the following tasks to assist with the safe and effective running of the competition:

- a. Sit as a member of the BHPA Paragliding Competitions Panel to ensure that the BCC is suitably aligned with all British Paragliding Competitions.
- b. Review the BCC Rules at the end of each season to ensure that they support the spirit and the ethos of the BCC and the generation and maintenance of a safe and supportive competitive event. The BHPA Paragliding Competitions Panel should approve any proposed amendments to the BCC Rules prior to the start of the next competition season.
- c. Coordinate the registration of clubs into the BCC and to act as a focal point for teams looking to take part in the event.
- d. Ensure the smooth running of the BCC and the BCC website throughout each competition season.
- e. Provide a liaison focal point between the BCC and the BHPA endorsed UK XC League, to ensure alignment between BCC and XC League IGC file requirements and to assist with flight validation.
- f. Be an impartial arbiter in the event of disputes between clubs.
- g. Ensure that regular articles on BCC events are sent to *Skywings* and sponsors.
- h. Find suitable sponsors and agree arrangements for money or prizes to support the BCC.
- i. Obtain suitable prizes for each BCC award category, including Pilot Development prizes, to be awarded at a bespoke awards ceremony.
- j. If desired by the participating clubs, organise an appropriate end of season social event (the BCC Bash – see Section 8).
- k. Maintain records of expenditure and income, and administer the collection of entry fees and sponsorship as required.
- l. Ensure that monthly bank statements are maintained and that suitable accounts are available for review by the BHPA Paragliding Competitions Panel Treasurer at the end of each season.

10 – BCC CLUB ROUNDS COORDINATOR RESPONSIBILITIES

30. The BCC club rounds coordinators are responsible to the BCC Coordinator for undertaking the following tasks to assist with the safe and effective running of the competition. In addition to meeting the responsibilities for BCC pilots, the club rounds coordinator or their nominated deputy is to:

- a. **Be the primary point of contact and coord for their club and its team(s) throughout the season. Ideally, they should be at least BHPA Pilot Rated, a BHPA Club Coach and have previous paragliding cross country competition experience.**
- b. Register their Club at the start of the season and arrange for the entry fee for the requested number of teams to be paid to the BCC account.
- c. Register on the BCC website and be upgraded to have the permissions of a Rounds Coord; this will occur once the step above has been completed if registering for the first time. For subsequent seasons, they will retain their website permissions, but will need to register their club again and arrange for the payment of fees before their club is activated on the website for the new season.
- d. Ensure that all their team members adhere to the rules, spirit and ethos of the BCC. This includes checking that each team member is a current Flying Member of the BHPA and they have the minimum necessary experience and skills to safely take part in each round.
- e. Ensure that the club provides suitable team captains and mentors for each BCC round appropriate to the experience and skill levels of the team members. It is expected that each team captain can act as a mentor.
- f. Ensure that all of their club's pilots who are registered for the BCC are also registered for the UK XC League, ideally with the club that they are representing as their main 'Club' and if necessary additional 'Other Clubs' in their pilot details (eg SE Wales) so that they can register flights outside of their own club's geographical region if required.
- g. Provide advice to their club's pilots who are registered for the BCC in order to ensure that they have a flight instrument capable of generating a valid IGC track log for use with the XC League (see the guidance [here](#)). If required they should assist should assist the team captain and members with uploading their track logs and help them obtain the Turnpoint Flight entries and capturing the URLs (website addresses) for use on the BCC website.
- h. Ensure that their team's scores are collated and inputted to the BCC website within 48 hours of a round's end by time. In addition, any Pilot Development awards should be captured in the BCC website in a timely manner.
- i. Work with team captains in advance of rounds to ensure that each team pilot meets the safety equipment requirements and where possible the recommendations detailed in para 7.
- j. Ensure that their club meets the obligation to organise at least one round during the BCC season. This may require active coordination with a host club to provide a suitable flying site for a BCC round(s) to take place. As not all teams are experienced in the process and practicalities of organising a round, if required dedicated help and guidance can be provided via the BCC Coordinator.

11 - BCC TEAM CAPTAIN RESPONSIBILITIES

31. The BCC team captains are responsible to the BCC Coordinator and their respective BCC club coordinators for undertaking the following tasks to assist with the safe and effective running of the competition. In addition to meeting the responsibilities for BCC pilots, the nominated team captain for each round is to:

- a. **Be at least BHPA Pilot rated, current and competent to undertake cross country flying in advance of any BCC rounds taking place.**
- b. Ensure that all their team members adhere to the rules, the spirit and ethos of the BCC. This includes checking that each team member is a Flying Member of the BHPA and they have the minimum necessary experience and skills to safely take part in each round.
- c. Ensure that the team includes sufficient mentors for each BCC round appropriate to the experience and skill levels of the team members. It is expected that each team captain is able to act as a mentor.
- d. Ensure that all their team members are registered on the BCC website and the UK XC League. For the latter, their profile should have the club that they are representing as their main 'Club' and if necessary additional 'Other Clubs' in their pilot details (eg SE Wales) so that they can register flights outside of their own club's geographical region if required.
- e. Ensure that all teams members are registered on PureTrack, have at least one device linked to their Map Marker and have inputted their PureTrack ID and link into the BCC website.
- f. Ensure that all team members have a flight instrument capable of generating a valid IGC track log for use with the XC League (see the guidance [here](#)). If required, in concert with the Club Coord, they should assist team members with uploading their track logs and help them obtain the Turnpoint Flight entries and capturing the URLs (website addresses) for use on the BCC website.
- g. Ensure that their team's scores are collated and inputted to the BCC website within the specified period post a round's land by time. In addition, any Pilot Development awards should be captured in the BCC website as scores are collected.
- h. Ensure that each team pilot meets the safety equipment requirements and where possible the best practice recommendations detailed in para 7.

12 – BCC PILOT RESPONSIBILITIES

32. The BCC pilots are responsible to the BCC Coordinator, their respective BCC club rounds coordinators and team captains for undertaking the following tasks to assist with the safe and effective running of the competition. All BCC pilots **must** to:

- a. Meet the eligibility requirements for the BCC as detailed in paras 5-7.
- b. Adhere to the rules, spirit and ethos of the BCC.
- c. Be registered on the [BCC website](#) and keep their details updated throughout the season as required.
- d. Be registered on the [UK XC League](#) and ***ensure that their registered name is the same as in their chosen flight instrument and that used in the BCC website.***
- e. Be registered with [PureTrack](#), have linked at least one (and preferably several) compatible device(s) to their Dashboard > Map Marker (eg, XContest, InReach, FLARM). Their PureTrack ID and link must be captured in their BCC profile. Instructions on how to do this can be found [here](#).
- f. Have a flight instrument capable of generating a valid IGC track log for use with the XC League (see the guidance [here](#)). Be able to upload track logs to the XC League to generate Turnpoint Flight entries of their BCC flights and then capture the URLs (website addresses) for use on the BCC website.
- g. Ensure that they meet the safety equipment requirements and where possible the recommendations detailed in para 7.

13 – COMMUNICABLE DISEASE MITIGATION MEASURES

31. **Communicable Disease Mitigation.** Should any communicable disease restrictions be in force, all pilots participating in the BCC are required to read any extant BHPA guidance and the relevant UK government advice. This should be done prior to each round, noting that restrictions may vary between the Home Nations. Of note, for an event such as the BCC, the application of physical mitigations is most likely to be required for the higher risk settings of transport to and from the round and during briefings and debriefings.
32. **Track and Trace Records.** The BCC website team sheets have the added benefit of generating detailed track and trace records should they be required. As always, the sheets should be completed in an accurate and timely manner on completion of the round brief to ensure that the round organiser has a full head count of how many pilots from each team are participating.
33. **Risk Assessments.** A [Risk Assessment](#) was completed in 2021 which focussed on how the sport of Paragliding, in the context of the BCC, could be conducted in a legal, COVID-19 secure manner, without increasing the various risks posed by COVID-19 to pilots, supporters and to a lesser extent third parties alike. Its aim was to identify the means of staying within the legislative framework together with the spirit of Government and BHPA guidance across the Home Nations of the United Kingdom. Should other communicable diseases (especially respiratory infections) become a cause of pandemic concern, this risk assessment will be reviewed and reissued as required.
34. **BCC Residual Risk from COVID-19.** It was assessed that the overall risk category for the conduct of the BCC in a COVID-19 environment was LOW. As such the BCC Coordinator was able to declare to the BHPA Paragliding Competitions Panel that the residual risk was **as low as is reasonably practicable and tolerable**. Although transmission to third parties was not explicitly considered, sensible application of the measures proscribed in the related risk assessment would minimise any such risk and thus provide protection to any third parties.

14 – BCC GDPR STATEMENT

35. **Personal Data.** The BCC website system (www.advance-bcc.uk) stores the following personally identifiable or sensitive information about the system users:

- Name.
- Email address.
- Phone Number.
- Emergency contact's name.
- Emergency contact's phone number.
- Any declared medical conditions.

36. **Information Management.** This information is not viewable by users that are not registered with the system. It is stored on a secure database, hosted in Microsoft Azure. This information can, by design, be seen by users in the following roles:

- System Administrators.
- BCC Rounds Coordinator for the club with which a pilot is flying for the current season.
- Captain of the team in which a pilot flies a round.
- BCC Rounds Coordinator for the club hosting any round in which a pilot is registered.
- All members of the team in which a pilot is registered, both scoring and non-scoring.

37. **Information Usage**

a. The BCC will use the information provided by website users for the purpose of safely administering the event. The data provided will be stored on servers within the UK and kept while any user is competing in the BCC and for a period of 6 years thereafter. The BCC will not share user data with third parties other than to safely administer the event (eg BHPA Registered Clubs, insurers, FAI etc, and in the pursuit of flight safety the AAIB, UK Airprox Board etc) without prior permission.

b. Users of the BCC website system have the right to object to the BCC's use of their data, withdraw their consent for us to use said data, request a copy of the data we hold, require us to correct any errors in that data and to require us to delete that personal data. This can be done by contacting the BCC Coordinator at coord@advance-bcc.uk.

c. Should a BCC website user choose to withdraw their consent, they will no longer be able to participate in the BCC.