

The United States Hang Gliding and Paragliding Association, Inc.

3. The pilot of the powered ultralight must stay well clear of the un-powered ultralight after release and during landing so as to avoid wake turbulence problems.
4. Whenever possible, free flying hang gliding/paragliding pilots should stay clear of the towing pattern as defined by the tow operator/flight park operator/airport manager unless in an emergency situation. When in the tow pattern, all free flying hang gliding and paragliding pilots must stay well clear of gliders under tow, tow planes, and tow lines.
5. All Air to Air towing operations shall be conducted in compliance with all of the requirements of FAA Exemption No. 4144.

2.11 Hang Gliding Tandem Requirements

A. Administration

1. The USHPA has established a three-tiered system of requirements for tandem ("two-place" or "dual") flying: Tandem 1 and Tandem 2 for recreational tandem flying, and Tandem Instructor for instructional tandem flying. These requirements are in addition to those established by the Federal Aviation Administration tandem exemption. See Addendum 3 – Exemption #4721 (Tandem).
2. All necessary information will be distributed and administered by specially designated USHPA Tandem Administrators and Tandem Instructors. Tandem Administrators are appointed by the Tandem Committee. A study guide and flight and written examination requirement information packages are available from the office of the USHPA.
 - a. New appointment requests for Tandem Administrator shall be recommended and presented to the Tandem Committee by the applicant's Regional Director.
 - b. Regional Directors may not issue Tandem ratings unless the Regional Director is also a Tandem Official.
3. The Tandem 1 rating involves minimal requirements and regulation as this form of flying takes place only between qualified and consenting USHPA rated pilots. This rating is authorized by either Tandem administrators or Tandem Instructors after administering the written examination and witnessing the proper flight skills utilizing the designated launch method, as well as the designated landing method. Any Tandem Administrator must also sign any Tandem 1 rating issued by a Tandem Instructor.
 - a. Attendance in a tandem training program or USHPA Tandem Certification Clinic is recommended.
4. Tandem 2 rating requirements are much more stringent, and require a substantial amount of tandem experience, as they allow flights with USHPA Student rated passengers of limited experience, who have in their possession a USHPA Student Membership Card. This rating is authorized only by the office of the USHPA, after the applicant pilot submits proof of complying with all requirements, including successful completion of a USHPA Tandem Instructor Certification Clinic.

Tandem 2 rated pilots may not offer instruction, and may not accept any form of remuneration for their flight services.
5. Tandem Instructor Rating requirements include those requirements for a Tandem 2 rating. In addition, a Tandem Instructor is required to be a Rogallo member of USHPA and must receive written approval from a Tandem Administrator.

The United States Hang Gliding and Paragliding Association, Inc.

- a. Tandem Instructors may charge fees for lessons. Tandem Instructors may issue Student ratings and Tandem I ratings.
6. USHPA Tandem Instructor Certification Clinics shall be administered by designated Tandem Administrators, trained in USHPA clinic procedures, and using text, study, and examination materials provided by the USHPA. Tandem Administrators are appointed by the Tandem Committee with approval of the Regional Director.
7. The designated launch methods will be foot launch (TFL), platform launch (TPL), surface tow (TST), or aerotow (TAT). Tandem pilots, Tandem Instructors and Tandem Clinic Administrators will operate only in launch/landing disciplines for which they are rated. Designated landing method (RESTRICTION) of "Landing Gear Only" (LGO) will restrict tandem activity for that pilot to landing gear operations only at LGO suitable sites.
8. All Tandem ratings are valid for 3 years from the date of issuance.
 - a. Tandem I rating renewal requires that the pilot either:
 - i. Submit documentation to a Tandem Instructor showing a minimum of 10 flights of 2 minutes duration or longer per year over the previous three year period; or,
 - ii. Take and pass a check flight exam with a Tandem Instructor.
 - iii. Submit to the USHPA a Tandem renewal form, signed by a Tandem Instructor, attesting to the above requirements being fulfilled.
 - b. Tandem 2/Tandem Instructor rating renewal requires that:
 - i. The pilot prove currency by either:
 - a. Submitting documentation to a Tandem Administrator showing a minimum of 10 flights of 2 minutes duration or longer per year over the previous three year period; or,
 - b. Take and pass a check flight exam with a Tandem Administrator.
 - ii. The pilot present proof to a Tandem Administrator of a current first aid card;
 - iii. The Tandem Administrator verify that the pilot is complying with the (30 day or full membership) waiver requirements for his/her tandem students; and
 - iv. The Tandem Administrator submit to the USHPA a signed USHPA Tandem renewal form, attesting to the above requirements being fulfilled
9. NOTE: The USHPA has a procedure to rescind any Tandem rating.
10. Tandem Administrator appointments are conducted in the following manner:
 - a. New appointment requests for Tandem Administrator shall be recommended and presented to the Tandem Committee by the applicant's Regional Director.
 - b. Tandem Administrator candidates must exhibit an intense desire to administer the program.
 - c. There must be a need in the area for a Tandem Administrator, or, the Tandem Administrator candidate must be willing to travel to conduct tandem clinics in other areas.

The United States Hang Gliding and Paragliding Association, Inc.

- d. Each Tandem Administrator candidate must assist as an Administrator trainee on a Tandem Clinic and receive recommendation from the Administrator with whom he/she works prior to petitioning the Regional Director for their recommendation.
- e. The Tandem Committee will have the final authority to grant a Tandem Administrator appointment.
- f. The Tandem Committee will review all Tandem Administrator appointments at each BOD meeting.

B. Pilot Rating Requirements

1. Tandem I

- a. Current USHPA Advanced rating, Turbulence sign-off, AND;
- b. Minimum 200 hours of logged air time, OR 100 hours with 500 flights of at least 500 ft. vertical descent, OR 100 hours with 500 flights of 2 minutes duration or longer.
- c. Ability to consistently perform zero-wind and light crosswind launches and zero-wind and light-wind landings culminating in zero ground speed at the moment of the flare and when the pilots feet first contact the ground.
- d. At least 2 logged tandem flights as passenger with a USHPA Tandem rated pilot using the designated launch method.
- e. Successful completion of flight skills test to be administered by a designated USHPA Tandem Instructor. This test will include, as a minimum, a passenger briefing, a successful tandem launch and a successful tandem approach and landing with the candidate as tandem pilot in command, observed by a USHPA Tandem Instructor (who must be the tandem passenger on this flight) utilizing the designated launch as well as the designated landing methods.
- f. Successful completion of a written test administered by a USHPA Tandem Instructor.
- g. Neither flight skills test nor written test is to be administered prior to completion of pilot rating requirements.
- h. Must attend a minimum one day tandem training clinic for tandem techniques that is given by a Tandem Instructor.
- i. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Tandem I rating and deliver an original signed copy to the USHPA office.

2. Tandem 2

- a. Current USHPA Advanced rating with Turbulence sign-off
- b. 200 hours, etc. as above
- c. At least 15 logged tandem flights of at least 500 ft. Vertical descent or at least 2 minutes duration as pilot in command using the designated launch method.
- d. Successful completion of the written, oral and flight tests administered by a Tandem Administrator. Completion of this clinic cannot precede above requirements.

The United States Hang Gliding and Paragliding Association, Inc.

- e. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Tandem 2 rating and deliver an original signed copy to the USHPA office.

3. Tandem Instructor

- a. A current Tandem 2 rating.
- b. Specific approval of a Tandem Administrator for the Tandem Instructor rating.
- c. Successful completion of an FOI test (Fundamentals of Instruction) and a Tandem Instructor Certification Clinic is mandatory.
- d. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Tandem Instructor rating and deliver an original signed copy to the USHPA office.
- e. Present proof of a current first aid card to a Tandem Administrator.

C. Tandem launch methods and landing restrictions

Note 1: Tandem special skills can only be given by administrators possessing those tandem special skills themselves.

Note 2: Solo pilot special skills do NOT automatically cross over or apply to tandem ratings.

Note 3: Unless the "Landing gear only" RESTRICTION (LGO) is attached to a passing candidates rating achieved, the candidate is assumed to be proficient at Tandem foot landings (and has demonstrated to the satisfaction of the rating official a high level of proficiency at tandem foot landings).

1. Foot launch (TFL): Candidate demonstrates through actual observed flights (to the satisfaction of the rating administrator) a thorough proficiency in securing the passenger and themselves to the glider, preparing the passenger for the take-off run, and ultimately executing safe, consistent launches that smoothly transition to flight. Must demonstrate complete understanding of both normal and emergency procedures, including checklists for normal procedures and the indications of an impending emergency, and convince the instructor of his/her ability to recognize and execute emergency procedures.
2. Platform launch (TPL): Candidate demonstrates through actual observed flights (to the satisfaction of the rating administrator) a thorough proficiency in securing the passenger and themselves to the glider, preparing the passenger for the take-off and flight via Platform tow method, and ultimately executing safe, consistent launches that smoothly transition to flight. Must demonstrate complete understanding of both normal and emergency procedures, including checklists for normal procedures and the indications of an impending emergency, and convince the instructor of his/her ability to recognize and execute emergency procedures.
3. Surface tow launch (TST): Candidate demonstrates through actual observed flights (to the satisfaction of the rating administrator) a thorough proficiency in securing the passenger and themselves to the glider, preparing the passenger for the take-off and flight via surface tow methods, and ultimately executing safe, consistent launches that smoothly transition to flight. Must demonstrate complete understanding of both normal and emergency procedures, including checklists for normal procedures and the indications of an impending emergency, and convince the instructor of his/her ability to recognize and execute emergency procedures.
4. Aero tow launch (TAT): Candidate demonstrates through actual observed flights (to the satisfaction of the rating administrator) a thorough proficiency in securing the passenger

The United States Hang Gliding and Paragliding Association, Inc.

and themselves to the glider, preparing the passenger for the take-off and flight via Aero-towing tow methods, and ultimately executing safe, consistent launches that smoothly transition to flight. Must demonstrate complete understanding of both normal and emergency procedures, including checklists for normal procedures and the indications of an impending emergency, and convince the instructor of his/her ability to recognize and execute emergency procedures.

5. Landing gear only (LGO) LANDING RESTRICTION: Candidate demonstrates through actual observed flights (to the satisfaction of the rating administrator) proper passenger preparation for landing, followed by safe, smooth approaches and landings utilizing landing gear.

Note: In Tandem clinics where all flights are landed on landing gear (Wheels, pontoons, skids, etc), (no foot landings are observed), the candidate may only achieve a tandem rating that has the "Landing gear only" restriction, which requires that all flight activities performed by that tandem pilot be landed on landing gear.

D. Operation Restrictions and Limitations

1. Tandem 1

- a. May fly tandem recreational flights only with passengers in possession of a current USHPA Beginner rating card or higher, and utilizing their designated launch (FL, PL, ST, or AT) as well as the designated landing method. When flying with cross-discipline pilots, a novice rating is recommended for the passenger.
- b. Maximum allowable passenger "hook-in" weight is 120% of that of the pilot-in-command "hook-in" weight.
- c. Maximum allowable wing loading is 2.0 lbs. per sq. ft.

2. Tandem 2

- a. Pilot may offer recreational tandem flights only, utilizing their designated launch (FL, PL, ST, or AT) as well as the designated landing method.
- b. Pilot may not accept any form of remuneration for his/her services.
- c. Passenger must have in their possession a current USHPA Student rating card or higher. A temporary rating- form is not acceptable.
- d. Maximum allowable "hook-in" weight of passenger to be 120% of the Tandem 2 pilot.
- e. Maximum allowable wing-loading 2.0 lbs. per sq. ft.

3. Tandem Instructor:

- a. May offer recreational or instructional flights, utilizing their designated launch (FL, PL, ST, or AT) as well as the designated landing method.
- b. Student must have on their possession a USHPA "student" rating or higher.
- c. Maximum "hook-in" weight of passenger to be determined by Instructor.
- d. Maximum recommended wing loading 2.0 lbs per sq ft.
- e. A Tandem Instructor rating only authorizes issuing Tandem-1 ratings, not any other rating or Special Skill.

The United States Hang Gliding and Paragliding Association, Inc.

4. It is suggested that pilot-in-command fly on the side allowing free throw of back-up reserve parachute system with his/her dominant hand (i.e. right-handed pilot flies to the right of passenger).
5. Prior to all tandem flights, the passenger or student must be informed that such flights are conducted under an exemption granted by the FAA, and that the ultralight vehicle does not meet aircraft certification standards set forth by the FAA.
6. When present at a flying site, a Tandem Instructor shall personally ensure that all tandem flying requirements and the site requirements are being strictly followed. He shall personally inspect the USHPA ratings of both tandem passengers and pilots, and shall have the authority to halt those tandem flights that are in noncompliance. Noncompliance shall be reported to the Regional Director.
7. Possession of FAA's Part 103, FAR Grant of Exemption #4721 is mandatory while flying tandem.
8. All tandem accidents should be reported by the tandem pilot involved and any other tandem pilot aware of the accident.

E. Equipment Requirements

1. At least one back-up reserve parachute which is rated for the gross load being flown and provides a descent rate no greater than 21 fps at the gross load being flown, is required on flights where any reasonable possibility of successful deployment exists. A 24 gore PDA or larger canopy is recommended. A 22 gore conical or 20 gore PDA canopy is minimally required.
2. Appropriate helmets are required for both occupants during flight.
3. The total combined load carrying capacity of all main suspension components connecting the pilot and passenger to the glider must be at least 8,000 lbs, and there must be a connection of the pilot to the passenger which has a minimum total strength of 4,000 lbs.
4. Although choice of other equipment is up to the individual pilot-in-command, a HGMA certified glider, control bar wheels and knee pads are recommended.

2.12 Beginner Paragliding Rating (P-1)

- A. General Description - A Beginner pilot has the knowledge and basic skills necessary to fly and practice under direct instructor supervision and within significant operating limitations. The pilot understands the USHPA paragliding rating systems and recommended operating limitations.
- B. Beginner Rating - Required Witnessed Tasks
 1. Attends and completes a basic ground school.
 2. Layout and preflight of canopy and harness.
 3. Demonstrates canopy handling skills sufficient to launch - under control.
 4. With each flight, demonstrate method(s) of establishing that pilot is properly connected to the canopy, with cleared lines and risers, just prior to inflation.
 5. Launch unassisted showing:
 - a. Aggressive inflation and run.
 - b. Pendulum control during launch.