

## 2.14 Intermediate Paragliding Rating (P-3)

A. General Description – The pilot has the knowledge and skills to fly most sites in mild to moderate soaring conditions, and to judge when the site and conditions are within the pilot's skill, knowledge, and experience level. The pilot understands the USHPA paragliding rating system as recommended operating limitations, and the FAR's and other flying rules applicable to his/her flying (ridge rules, thermal right of way, FAR 103, aircraft sectional use and regulated airspace avoidance, etc.). The pilot shall use good judgment and have a level of maturity commensurate with the rating.

### B. Intermediate Rating - Required Witnessed Tasks

#### 1. Logged Requirements

- a. Must have logged a minimum of 30 flying days.
- b. Must have logged a total of at least 90 flights.
- c. Must have logged a minimum of 20 hours of solo airtime.

#### 2. Demonstrated Skills and Knowledge

- a. Has received training in and/or understands the importance and significance of:
  - i. Right of way rules.
  - ii. FAA Regulations and aircraft sectional charts
  - iii. Airspeed control, stalls, spins, and turbulence-induced collapses and recoveries.
  - iv. Canopy owner's manual.
  - v. USHPA Accident Report results currently in print.
- b. Can give verbal analysis of conditions on the hill, demonstrating knowledge of wind shadows, gradients, lift, sink, laminar air, turbulence and rotors, and the effect these items have on an intended flight path and turns.
- c. Must give a verbal flight plan for each observed flight.
- d. Must show thorough preflight of the harness, canopy, and backup reserve parachute.
- e. With each flight, demonstrates a method of establishing that the pilot is properly connected to the glider, with cleared lines and risers just prior to launch.
- f. All inflations/launches should be aggressive, confident, and with a smooth transition from running to flying. Flights with slow, unstable inflations/launches will not be considered adequate for witnessed tasks.
- g. For witnessed tasks, all landings must be safe, smooth, on the feet, and in control.
- h. Demonstrates the ability to differentiate airspeed from ground speed.

- i. Demonstrates linked 180° turns along a predetermined ground track showing smooth controlled reversals and proper coordination at various speeds and bank angles.
- j. Demonstrates 360° turns in both directions, and at various speeds and bank angles.
- k. Demonstrates symmetric and asymmetric tip folds (25% per side, 50% total) or some other method of canopy reduction for increased descent rate.
- l. Demonstrates one method to increase forward speed.
- m. Demonstrates proper surge control of canopy using properly timed brake application.
- n. Gives a thorough verbal description of how to maintain directional control during and correct for an 50% asymmetric wing collapse.
- o. Gives a thorough explanation of:
  - i. why flying a paraglider with one or both control toggles significantly extended should be avoided unless flaring for a landing.
  - ii. the signs that the paraglider has entered a stalled configuration (one or both sides).
- p. In 8 to 15 m.p.h. winds, demonstrates the ability to maintain airspeed at or near minimum sink during crosswind and upwind legs, without any evidence of stalls.
- q. Demonstrates 5 landings within 10' of a target after flights requiring turns on approach.
- r. Demonstrates proper airspeed control on landing approach when descending through a gradient.
- s. Demonstrates proper airspeed for maximum distance flown into a significant headwind.
- t. Demonstrates complete understanding of all Paragliding Tow Discussion Topics (for tow rated pilots only).
- u. Must pass the USHPA Intermediate Paragliding written exam.
- v. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Intermediate rating and deliver an original signed copy to the USHPA office.
- w. Acknowledges and understands the need to become familiar with site-specific restrictions and launch or landing access limits, consistent with preservation of flying privileges at a site.

#### C. Recommended Operating Limitations for Intermediate Paraglider Pilots

1. Maximum base wind of 15 m.p.h.
2. Maximum peak gusts to 18 m.p.h.
3. Maximum gust rate of 5 m.p.h. in 5 seconds.
4. Avoid steep turns close to the ground.
5. Avoid application of either brake beyond 3/4 of the way from full off to stall position.

6. Limit turns to bank angles recommended by the manufacturer, limit speed in turns to 2 times the straight line, brakes off, cruise speed, and smoothly exit any spiral turn that shows a tendency to steepen or accelerate.
7. Should initiate downwind turns only with 300' of clearance outward from the hill or ridge in winds above 15 m.p.h., and 200' of clearance in winds above 10 m.p.h.
8. Should not fly in thermals where peak climb rates exceed 500 fpm or where significant vertical cloud development exists.
9. Upon mastering the above skills, an Intermediate Paragliding Pilot should pursue new maneuvers, sites, and conditions with the guidance of a USHPA Certified Advanced Paragliding Instructor or Observer.

## 2.15 Advanced Paragliding Rating (P-4)

A. General Description – The pilot has the knowledge and skills to fly technically demanding sites in strong soaring conditions, and to judge when the site and conditions are within the pilot's skill, knowledge, and experience level. The pilot understands the USHPA paragliding rating system and recommended operating limitations, and the FARs and other flying rules applicable to his/her flying. The pilot will fly using good judgment and have a level of maturity commensurate with the rating.

### B. Advanced Rating - Required Witnessed Tasks

#### 1. Logged Requirements

- a. 250 flights.
- b. Must have made 5 flights at each of 5 different sites in Intermediate level conditions, of which 3 were inland.
- c. Must have logged a minimum of 80 flying days.
- d. Must have at least three, 1-hour flights in thermal lift without sustaining ridge lift. Flights must originate from at least two different sites in Intermediate level conditions.
- e. Must have at least one, 1-hour flight in ridge lift without sustaining thermal lift.
- f. Must have logged a minimum of 75 hours total airtime, with no more than 25 of these hours to be tandem. Of these 75 hours, 25 must be in thermal lift, with no more than 10 of these 25 hours to be tandem flights.
- g. Must have flown a minimum of 5 different canopies.

#### 2. Demonstrated Skills and Knowledge

- a. Preflight of the harness, canopy, and backup reserve parachute.
- b. Verbal analysis of conditions.
  - i. Flight plan.
  - ii. With each flight, demonstrates a method of establishing that the pilot is properly connected to the glider, with cleared lines and risers just prior to launch.
  - iii. All inflations/launches should be aggressive, confident, and with a smooth transition from running to flying. Flights with slow,

unstable inflations/launches will not be considered adequate as witnessed tasks.

- iv. All landings must be safe, smooth, on the feet and in control.
- v. Demonstrate ability to allow clearance when doing 360° turns by demonstrating figure eights:
  - a. In a wind sufficient to cause drift, two points will be selected on a line perpendicular to the wind.
  - b. The pilot will fly along a line parallel to that joining the pylons, slightly downwind of the pylons, toward a point midway between them. During the crosswind leg, the pilot will establish the degree of wind drift. At the midpoint between the pylons, the pilot will make a smooth, deliberate upwind turn and enter a figure eight course consisting of smooth turns of constant ground track radius around the pylons (centered on the pylons) with straight segments at the midpoint between the pylons.
  - c. The pilot must complete two consecutive figure eights in which the airspeed, bank angle, and turn rate are altered smoothly around the course such that the proper ground track is held and the drift is compensated for, without overcompensation or hesitation.
- vi. Demonstrate three consecutive spot landings within 10' of a target after a flight which requires turns on approach. In smooth conditions, the spot location should be changed by the Observer, for each of the three flights. Flights should be a minimum of one minute and 200' AGL.
- vii. Demonstrate smooth coordinated 360° turns in both directions, with reversal at various speeds and bank angles appropriate to the rating level.
- viii. Demonstrates significant asymmetric wing collapses (50% of the wing span) with directional control.
- ix. Demonstrates complete understanding of all Paragliding Tow Discussion Topics (for tow rated pilots only).
- x. Must pass the USHPA Advanced Paragliding written exam.
- xi. Must convince the Instructor or Observer that he can check in and fly Advanced rated sites without endangering spectators, other pilots, or jeopardizing the site.
- xii. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Advanced rating and deliver an original signed copy to the USHPA office.

### C. Recommended Operating Limitations for Advanced Paraglider Pilots

1. Should not fly within 30' of another glider in smooth air, or within 100' of another glider in moderately turbulent air.