

2.18 Paragliding Tandem Requirements

A. Administration

1. The USHPA has established a 3-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 designated USHPA Tandem Administrators and Tandem Instructors. Tandem Administrators are appointed by the Tandem Committee. A study guide and both 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 I 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 mandatory.
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.
5. Tandem 2 rated pilots may not accept any form of remuneration for their flight service.
6. 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.
 - a. Tandem Instructors may charge fees for lessons. Tandem Instructors may issue Student ratings and Tandem 1 ratings.
7. 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 Tandem Committee with the approval of their Regional Director.

8. The designated launch methods will be Foot Launch (TFL), or Surface Tow (TST). All Tandem pilots, Tandem Instructors, and Tandem Administrators will operate only in those disciplines for which they are rated.

9. All Tandem ratings are valid for 3 years from the date of issuance.

a. Tandem 1 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 USHPA 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 and 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

10. NOTE: The USHPA has a procedure to rescind a Tandem rating.

11. 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.

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 1:

- a. Current USHPA Advanced Rating, Turbulence sign-off, AND;
- b. Minimum 200 hours of logged airtime, OR 100 hours with 500 flights of at least 500' vertical descent, OR 100 hours with 500 flights of 2 minutes 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 pilot's feet first contact the ground.
- d. At least 2 logged tandem flights as a passenger with a USHPA Tandem rated pilot using the designated launch method.
- e. 4-10 flights as pilot in command with a current USHPA Tandem Instructor as passenger. Flights must originate from a minimum altitude of 500' AGL or a minimum duration of 2 minutes. These flights should include one light wind (0 - 5 MPH) launch using a forward inflation, one high wind (10 – 15 MPH) launch using a reverse inflation, and landing.
- f. Successful completion of a flight skills test to be administered by the 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 method. The Tandem Instructor then signs off the pilot for the flights in (4) and (5) on the application form.
- g. Successful completion of a written test administered by the USHPA Tandem Instructor.
- h. Neither flight skills nor written test is to be administered prior to completion of pilot rating requirements.
- i. Must agree to all the provisions of the USHPA standard waiver and assumption of risk agreement for the Tandem 1 rating and deliver an original signed copy to the USHPA office.

2. Tandem 2:

- a. Current USHPA Tandem 1 rating
- b. At least 25 logged tandem flights of at least 500' vertical descent or at least 2 minutes duration as pilot in command using the designated launch method.
- c. Successful completion of a 1-2 day tandem exam clinic and pass a written exam and flight test with a Tandem Administrator. Attendance in the exam clinic cannot precede the requirements above.
- d. 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 rating.
- b. At least 25 logged tandem flights of at least 500' vertical descent or at least 2 minutes duration as pilot in command using the designated launch method.
- c. Successful completion of an FOI test (Fundamental of Instruction), a 1-2 day tandem exam clinic and pass a written exam and flight test with a Tandem Administrator. Attendance in the exam clinic cannot precede the requirements above.
- 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 special skills 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.

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. 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.

D. Operating Restrictions and Limitations

1. Tandem 1:

- a. May fly tandem recreational flights only with passengers in possession of a current USHPA Beginner Rating (or higher) card, and utilizing their designated launch method (FL or ST).
2. When flying with cross-discipline pilots, a novice rating is recommended for the passenger.
3. Maximum allowable wing loading must be within the placards of the glider.

4. Tandem 2:

- a. Pilot may offer recreational tandem flights only, utilizing their designated launch method (FL or ST).
- b. Pilot may not accept any form of remuneration for his/her services.
- c. Passenger must have in their possession a current plasticized USHPA Student (or higher) rating card. Temporary rating forms are not acceptable.
- d. Maximum allowable wing loading must be within the placards of the glider.

5. Tandem Instructor:

- a. May offer recreational or instructional flights, utilizing their designated launch method (FL or ST).
- b. Student must have in their possession a USHPA Student rating (or higher).
- c. Maximum allowable wing loading must be within the placards of the glider.
- d. A Tandem Instructor rating only authorizes issuing Tandem-1 ratings, not any other rating or Special Skill.

6. 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.

7. When present at a flying site, a Tandem Paragliding 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 non-compliance. Noncompliance shall be reported to the Regional Director.

8. Possession of the FAA's Part 103, FAR Grant of Exemption #4721 is mandatory while flying tandem.

9. All tandem accidents should be reported by the tandem pilot involved and any other tandem pilot aware of the accident.

E. Equipment Requirements

1. The glider is recommended by the manufacturer for two-place flight.
2. At least one backup reserve parachute rated for the gross load being flown is required on flights where any possibility of successful deployment exists.
3. Appropriate helmets are required for both occupants during flight.
4. Suitable harness on both people.
5. Hook knife on pilot.

6. Although choice of other equipment is up to the individual pilot-in-command, ankle supporting boots, knee pads, gloves, and clothing appropriate to the site conditions are recommended.
7. Steel carabineers for the main connection point where the spreader bar meets the riser.
8. A reserve bridle that connects the reserve parachute to the spreader bar and not to the tandem pilot