



PPG Tandem Program

United States Powered Paragliding Association

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The Tandem Instructor Rating is regarded as the highest rating a pilot can achieve according to our organization. Tandem Instructors represent our sport to the general public where our actions here are highly scrutinized as well as experienced by the tandem passengers!

It provides an excellent and safe instructional opportunity for students and is worth preserving. Abuse, like advertising it as a way to give “joy rides” for pay will likely get the ability to do this revoked again. Flights tandem flights must ONLY be instructional in nature.

The program provides reasonable guidelines for those aspiring to give tandem instruction, reflecting the current state of wheel-launch. It is based on having the tandem pilot learn using a qualified PPG pilot as "passenger" before setting out with new students.

There is a Tandem Trainee (TT), Tandem Instructor (TI) and Tandem Administrator (TA). A Tandem Trainee, once signed off, will only fly with *qualified pilots* (see below) while a Tandem Instructor has authorization to take up students, including those with no experience, on training flights for hire. The goal of the program is to qualify Tandem Instructors. Tandem Administrators are experienced tandem pilots approved by the training committee to administer the program.

A *qualified pilot* is one of the following: 1) USPPA/USUA PPG2 or higher, 2) USHPA P2 or higher.

Applicability

Tandem craft must meet all requirements of FAR 103 except the one limiting it to single place. They must also meet requirements as specified below.

Grandfathering

In the interest of seeding the program with qualified pilots, the following instructors may be accepted into the program as Tandem Instructors:

1. Any USPPA Instructor who had logged at least 20 instructional tandem flights under a previous exemption, at least 10 of which were foot launched.
2. Any USPPA member who has logged at least 20 instructional tandem flights under a previous exemption from USUA/EAA/ASC may become a Tandem Trainee.
3. Any current USHPA tandem pilot who meets the PPG experience requirements of a USPPA Instructor may become a Tandem Trainee.
4. Any pilot whose experience is at least that of a USPPA Tandem Trainee may be accepted as a Tandem Trainee. Such an applicant must have a recommendation from two current USPPA instructors.
5. Any USPPA Instructor who was USHPA tandem certified prior to September 1, 2008 *and* has logged at least 20 powered tandem flights, at least 10 of which were foot launched.

Before becoming a full tandem instructor, transitioning pilots must become a USPPA PPG Instructor by completing an abbreviated instructor clinic. The clinic must include at least the USPPA written test and 2 hours covering the USPPA ratings program and Instructor Commitment.

Administration

USPPA Tandem Instructor Certification Clinics shall be administered at least annually, or more as needed by designated Tandem Administrators. They will offer the written test, approved FOI test and allow pilots to demonstrate requisite skills. The TA can only certify an applicant based on first hand witnessing of the skills whether at the clinic or elsewhere but they MUST be witnessed.

Currency

To remain current, tandem pilots must:

1. Be a USPPA member.
2. Within the past 24 calendar months, 1) submit documentation to USPPA showing a minimum of 10 tandem flights made during the period or 2) pass a Recurrency Flight evaluation with TI/TA who flies from the student position.

Peer Review Procedure

A peer review procedure to rescind a tandem rating of any level will be initiated upon receiving a written complaint from at least 3 USPPA members that claims the tandem pilot is not following the tenets of their tandem rating. The complaint must include the date, time, location and nature of the reported violation.

Within 30 days of receiving such a report, the procedure will be as follows:

3. A Peer Review Committee (PRC) will be convened by the Training Committee Chairman that consists of three individuals. At least one must be a tandem instructor, one must be from the Training Committee, one must be a USPPA officer and none can be the tandem pilot under review. Every attempt will be made for this committee to be impartial, having no preconceived views of the tandem pilot being reviewed.
4. Makeup of the review committee members must be agreed on by a majority of the training committee. Any two USPPA officers can reject one or more members of the peer review committee. A majority vote of the peer review committee will be required to take any action.

Program Details

The program will operate as follows.

Tandem Trainee (TT)

This form of flying takes place between a qualified USPPA instructor and consenting *qualified pilot*. This rating can be given by Tandem Instructors after administering the written examination and witnessing the proper flight skills utilizing the designated launch method. No remuneration is allowed for flying done by a TT. Applicants must meet the following requirements:

1. Current USPPA Instructor, FL for tandem FL and WL for tandem WL.
2. Minimum 100 flight hours or 300 flights of logged incident free airtime hours on a powered paraglider.
3. The applicant must have logged at least 100 solo or tandem launches.
4. (FL) Ability to consistently perform zero-wind and light-wind landings culminating in the slowest possible ground speed at the moment of the flare and when the pilot's/passenger's feet first contact the ground.

5. Candidates will have a reputation/ history of being appropriately conservative, safe, and highly skilled pilots with judgment commensurate with the task of 2-place operation.
6. At least 1 logged tandem flight as a passenger with a Tandem Instructor (TI) or Tandem Administrator (TA).
7. At least 5 flights as the flying pilot (from the instructor's position) with the TI or TA as the second occupant.
8. Successful completion of a written test administered by the TI/TA.
9. Successful completion of a *Tandem Clinic* to be administered by the TI/TA who attests that the applicant meets all requirements. This test/training will include, as a minimum, a passenger briefing, checklist use, and successful tandem launches and landings. The test/training must include:
 - a. For a tandem foot launch (TFL) rating the test must include at least 3 successful tandem foot launches including one in wind less than 3 mph (may be simulated).

This rating is only intended for tandem instructor trainees to build experience. The rating is only valid for 30 tandem flights or one calendar year, whichever comes first but may be renewed by a TA in the case of extenuating circumstances that force the pilot to cease flying activities for a period of time.

Tandem Instructor

This is the full tandem instructor who may charge fees for lessons. They must meet the following requirements:

1. Be a USPPA PPG Instructor (this cannot be waived).
2. Meet all the requirements of a Tandem Trainee.
3. Have logged at least 24 tandem flights with qualified pilots (as defined above). Logged PPG Tandems completed under another program count towards this total.
4. Pass a *Tandem Evaluation* which will consist of at least:
 - a. One successful flight as tandem pilot either with the administering TA as passenger or observing with a qualified PPG2 or higher pilot as passenger for each launch method sought.
 - b. Sufficient oral and airborne questioning to insure the applicant is ready to serve as a Tandem Instructor.
10. Pass the FAA or USPPA approved FOI test.
11. Be a Tandem Trainee for at least 3 months. This requirement may be waived if the applicant has equivalent experience under another FAA-recognized PG/PPG tandem program.
12. Have a recommendation by an existing USPPA Tandem Instructor or Tandem Administrator.

Tandem Administrator

This person is tasked with administering the Tandem program on a day-to-day basis. They must meet the following requirements:

1. Have signed off at least 5 PPG ratings, either through this program or another recognized PPG program (USHPA, EAA, ASC).
2. Be recommended by an existing, current Tandem Administrator.
3. Be approved by a majority vote of the training committee. In the event of a tie, the training committee chairman's vote would be used.

Tandem Flight Requirements

In order to provide appropriate protection to the paying student, all tandem flights must adhere to the following operational rules:

1. 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.
2. When present at a flying site, any Tandem pilot should personally ensure that all tandem flying requirements and the site requirements are being strictly followed. Any tandem pilot will present his certification on request of another tandem pilot and any noncompliance shall be reported to a Tandem Administrator.
3. Possession of the current USPPA Grant of Exemption, #9751 (will be lettered) is mandatory while flying tandem.
4. All tandem accidents/incidents/malfunctions must be reported by the tandem pilot involved to the USPPA Incident Database. Other tandem pilots who witness an accident/incident/malfunction are encouraged to report their version.
 - a. Submit reports to www.usppamembers.org/incidents/incident_new.cfm.
 - b. An accident/incident has occurred if there was equipment damage or injury or a likelihood of damage or injury that was barely averted.
13. Each operation must comply with all sections of Part 103, except 103.1(a) of the FAR.
14. Flights are conducted for training purposes only. The exemption applies only to flights for the purpose of giving instruction in two-place powered ultralight vehicles.
15. Tandem students must be informed on their initial flight with a tandem instructor that the flight is conducted under an exemption granted by the FAA and that the ultralight vehicle does not meet aircraft certification standards set forth by the FAA.

Tandem Equipment

Equipment must meet the following requirements for tandem operations:

1. The glider is recommended by the manufacturer for two-place flight.
2. Harness and carabiners in good condition with steel carabiners at the main hang points.
3. Hook knife on pilot.
4. For wheeled flights (if allowed by current exemption) the cart must have a way to positively ensure the rear wheels lift off last.

These are recommended but not required:

1. Appropriate helmets for both occupants during flight.
2. 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.
3. First aid kit and communications (such as cell phone) are recommended.