

TTT Flight Regulatory Program – 01/13/2024

A. Insurance Requirements

While the safety of our members, the public and the club itself will always be our FRP's primary focus, as responsible stewards of the club we must consider other factors as well. One very complicated and formidable challenge is satisfying insurance requirements imposed upon the club while still giving our members as much freedom to fly as possible.

Inasmuch as such activity is not covered by the terms of our club insurance policy, the following flight activities are necessarily prohibited:

1. Flight terminating at a TTT site that originates from a commercial hang-gliding or paragliding site that does not specifically list the TTT as an additional insured under a RRRG insurance policy.
2. Flight originating from a TTT site that terminates at a commercial hang-gliding or paragliding site that does not specifically list the TTT as an additional insured under a RRRG insurance policy.
3. Flight originating from or terminating at a TTT site conducted by a competitor, during the full duration of the competition event period for which the organizers have not specifically listed the TTT as an additional insured under a RRRG event insurance policy.

We realize that although some FRP requirements might seem burdensome, we must still adhere to them.

B. Clearance Procedure

1. Tennessee Tree Toppers (TTT) membership is required prior to use of TTT facilities. Guest pilots of members are also permitted to exercise flight privileges once meeting all qualifications of FRP section J. Flight privileges shall include kiting and/or ground handling. Pilots showing intent to exercise flight privileges without proper clearance are subject to citation (see FRP section *K. TTT Citation System*). Glider setup at launch or in the landing field is considered evidence of intent to exercise flight privileges.
2. All pilots are subject to the clearance procedure. Pilots may be questioned regarding knowledge and experience and are required to show evidence of current USHPA membership if they are not already listed on the [member roster](#). If the clearance official is uncertain of the applicant pilot's competence, the applicant pilot may be required to demonstrate skills at another site. Pilots may be required to acquire or improve certain skills before clearance for specific sites is granted.
3. The TTT rating system complies with [USHPA](#) standards. The TTT reserves the right to issue a TTT rating below the USHPA rating where warranted.
4. Online payment, registration and renewal at the tennesseetreetoppers.org website is encouraged. Personal checks are accepted. Checks returned for insufficient funds will result in suspension of membership privileges until settlement of account.
5. No refunds are available after official clearance.

C. Flight Permit Skill Level Minimum Requirements and Limitations

Overall limitations:

1. Student H0/P0 and Beginner H1/P1 flight operations are not permitted on TTT managed or insured Launch and Landing sites.
2. Minimum rating for flight operations at any TTT managed site are USHPA H2 Novice or USHPA P2 Novice, with a minimum number of flights and flight hours. Evidence of credentials may be required prior to flight clearance.
 - TTT recommended minimum qualifications are as follows:
 - H2: 10 high altitude flights, 1 hour logged flight time
 - P2: 10 high altitude flights, 1 hour logged flight time
3. The first 5 mountain flights by Novice H2/P2 pilots ([not meeting the above requirements...](#)) require: The pilot's instructor written approval; and a full site briefing by an experienced TTT member, rated the corresponding Intermediate or above, for approval and guidance during launch.
4. Wind conditions appropriate for hang glider wire crew require USHPA Assisted Windy Cliff Launch (AWCL) rating sign-off.
5. Aircraft must be appropriate for skills held. Aircraft which require skill level above the skills held by the pilot may not be flown at TTT sites.
6. All pilots fly at their own risk and assume all responsibility for evaluation of conditions appropriate to their skill level.
7. See Section C for site specific guidelines.

Rating Specific Limitations and Recommendations:

Hang Glider: TTT H2 Novice limitations:

1. Smooth winds of 15 MPH or less.
2. Variable base winds of 11 MPH or less gusting to 15 MPH or less.
3. Wind direction within 30 degrees of straight in to launch.

Hang Glider: TTT H3 Intermediate limitations:

1. Smooth winds of 20 MPH or less.
2. Variable base winds of 15 MPH or less gusting to 20 MPH or less.

Hang Glider: TTT H4 Advanced limitation recommendations:

1. Smooth winds of 30 MPH or less.
2. Variable base winds of 20 MPH or less gusting to 25 MPH or less.

Hang Glider: TTT H5 Master, fly at your own risk.

Paraglider: TTT P2 Novice limitations:

1. Maximum base wind of 12 MPH.
2. Maximum peak gusts to 15 MPH.
3. Maximum gust rate of 5 MPH in 5 seconds.
4. Wind direction within 30 degrees of straight in to launch.
5. Thermal strength limitation recommendations:
 - a. Should not fly in thermal lift where peak climb rates exceed 200 FPM.
 - b. After thermalling skills have developed, not to exceed 500 FPM.

Paraglider: TTT P3 Intermediate limitations:

1. Maximum base wind of 15 MPH.
2. Maximum peak gusts to 18 MPH.
3. Maximum gust rate of 5 MPH in 5 seconds.
4. Should not fly in thermal lift where peak climb rates exceed 800 FPM

Paraglider: TTT P4 Advanced limitation recommendations:

1. Maximum base wind of 20 MPH or less.
2. Maximum peak gusts to 25 MPH or less.

Paraglider: TTT P5 Master, fly at your own risk.

D. Site Specific Skill Requirements

Launches:

Henson Gap - Radial Ramp Launch

1. Hang Gliders only with minimum rating of TTT H2 Novice.
2. Cliff launch (CL) and/or Assisted Windy Cliff launch (AWCL) rating required.
3. First mountain flights permitted under supervision of a TTT BOD approved and USHPA rated instructor or observer at launch and on radio with pilot during flight.

Henson Gap – Burnside Slope Launch

1. Hang Gliders - Minimum rating of TTT H3 Intermediate.
2. Hang Gliders - Minimum rating of TTT H2 Novice after receiving a full briefing and approval from FRP designated pilot or BOD approved instructor.
3. Paragliders - Minimum rating of TTT P3 Intermediate.
4. Paragliders - Minimum rating of TTT P2 Novice after receiving a full briefing and approval from FRP designated pilot or BOD approved instructor.
5. P2 First mountain flights permitted under supervision of a TTT BOD approved and USHPA rated instructor or observer at launch and on radio with pilot during flight.

Whitwell – Launch – **Note: Must be treated as a Cliff Launch.**

1. Hang Gliders
 - a. Minimum rating of TTT H3 Intermediate.
 - b. Cliff launch (CL) and Assisted Windy Cliff launch (AWCL) rating required.
2. Paragliders – Recommend full briefing from FRP designated pilot prior to flight.
 - a. Minimum rating of TTT P4 Advanced. Recommend full briefing.
 - b. Minimum rating of TTT P3 Intermediate. **Requires** full briefing.
 - c. Minimum rating of TTT P2 Novice at request of FRP committee for launch evaluation. **Requires** full briefing.
3. First mountain flights strictly prohibited.

Landing Fields:

Henson Gap – Davis Loop Road LZ

- Hang Gliders and Paragliders.
- Minimum rating of TTT H2 Novice or TTT P2 Novice.

Henson Gap – Burnside Launch (Top-Landing)

- Hang Gliders and Paragliders.
- Recommend full briefing from TTT pilot(s) experienced in top landing at Burnside.
- TTT H4 Advanced during conditions appropriate for top landing.
- TTT P3 Intermediate during conditions within pilot skills/capabilities,
- TTT P2 Novice during smooth mellow conditions within pilot skills/capabilities.
 - a. Strongly recommend confirmation of conditions with top landing experienced pilots.

Whitwell – First Baptist Church LZ

- Hang Gliders and Paragliders.
- Minimum rating of TTT H3 Intermediate or TTT P3 Intermediate.

Whitwell – Castle LZ

1. Hang Gliders and Paragliders.
2. Minimum rating of TTT H3 Intermediate or TTT P3 Intermediate.
3. Minimum rating of TTT P2 during P2 conditions.
 - a. Recommend confirmation of conditions with TTT P3 or above.

Whitwell – Hudson LZ

- Hang Gliders and Paragliders.
- Minimum rating of TTT H3 Intermediate or TTT P3 Intermediate.

E. Permitted Instruction

1. No person shall conduct or receive any pilot training on TTT property or at sites managed or insured by the TTT except as provided in this section. This includes any and all commercial or recreational Tandem operations at any Launch or Landing site.

2. Instruction at TTT sites requires FRP committee approval prior to submission of recommendation to BOD for final approval. FRP committee will consider applicants qualifications, maturity, peer review feedback, and the relationship with and benefit for the TTT. Instructor applications must be presented to the TTT BOD for approval by the FRP committee during a regularly scheduled meeting prior to any instruction taking place. Instructor or Administrator applicants may be required to attend the approval meeting at the request of FRP committee. All TTT approved instructors must receive recommendation from the FRP committee and written approval from the BOD on an annual basis.

3. All student, pilot and instructor training will be conducted by a TTT approved and USHPA recognized Instructor. Current USHPA certification, USHPA membership and TTT membership are required of all Instructor Administrator, Instructor, Tandem Instructor and Student pilot applicants.

4. All tandem operations must be conducted in compliance with current TTT policy, USHPA policy and FAA regulation. The tandem pilot in command must hold a current and appropriate USHPA rating, USHPA membership, and TTT membership. The tandem pilot must carry FAA Tandem Exemption #4721 and proof of USHPA rating, to be presented upon request. All conditions of the current USHPA tandem exemption must be met and all flights must comply with all Conditions and Limitations.

5. Commercial tandem instructor pilots executing tandem flights for compensation must be associated with a school which holds [PASA](#) certification and [RRRG](#) insurance policy. The policy must name the TTT, and any land owner whose properties are used for operations, as additional insured under an endorsement of the commercial operator's policy. Said policy must provide coverage for any claims against the TTT and landowners noted above. All documentation which was used to obtain PASA certification or RRRG insurance must be provided for review and validation by the FRP committee during the instructor review and approval process.

6. Non-commercial tandem operations must be performed by a USHPA Ultralight Vehicle Professional who is a Recreational Professional and who USHPA has designated as a certified non-commercial USHPA Rogallo Member.

7. The tandem student pilot must be a current USHPA member, hold a rating issued by USHPA, be a minimum age of 13 years, be a current TTT member or guest pilot, and otherwise qualify as tandem student under the current USHPA tandem exemption.

8. Minimum age for tandem student is 13 years of age. Minimum age for solo pilot is 14 years of age. All aspiring pilots under 18 years of age must have a parent or legal guardian present to sign their waiver.

Every member benefits by training and mentoring, but instructional operations should not routinely interfere with other member flight activities, either on launches or in landing areas.

F. Flying Rules

1. All flight activities must comply with USHPA part 100 and FAA FAR part 103.

2. When launching from TTT sites in conditions requiring wire crew assistance, pilots of aircraft without side flying wires must provide a suitable alternative wing restraint system. If no such system is available, launch clearance will be revoked pending compliance.

3. Prolonged flight in front of launch areas is prohibited if other pilots are prepared to launch.

G: Landing Field Rules

The Landing Field is primarily designated for landing of free flight aircraft. According to FAA FAR - 14 CFR 91.113 (g): landing aircraft have right of way over all other operations. This includes breaking down hang gliders, packing up paragliders, and kiting of paragliders.

Paraglider pilots kiting in the LZ should be aware at all times of any aircraft in the vicinity of the LZ, and should deflate and move to an area that is away from any normal landing areas, while other aircraft are on approach. Kiting paraglider pilots should make it obvious that they are NOT intending to inflate while other aircraft are on approach to land. This will considerably reduce the stress level, and increase the safety level, of the pilot executing the landing.

Once an aircraft has landed, the pilot should move their equipment immediately to the breakdown/pack-up area(s), so as not to cause conflict with other landing aircraft.

All pilots should study Landing Field descriptions and diagrams within online documents at the following website links: [Henson Gap LZ](#) and [Whitwell LZs](#).

Landing activities on Sunday shall not take place during and for one hour after church service at the First Baptist Church LZ in Whitwell.

H: Incident Reports

Each pilot involved in an incident is responsible to provide an incident report to USHPA and TTT. Incident reports should be filed not only by the pilot directly involved, but also by any pilot observing the incident.

USHPA: Please use links within: <https://www.ushpa.org/page/incident>. Step 1 and 2 apply to any incident. Step 3 only applies as noted within the link.

TTT: e-mail detail reports to frp-safety@tennesseetreetoppers.org. Also e-mail a copy of the filed USHPA AIRS report. (copy the information into a separate word document before saving since a copy of the AIRS report will not be sent to you.)

I: Flying Event Approval

1. All Flying Events and/or Competitions involving TTT properties require written request by the event organizer and approval of the TTT BOD.
2. All requests for events organized by entities external to the TTT itself shall be presented to the TTT Competition Committee in writing well prior to the proposed event date. The request submission should include: resumes of organizers and directors; risk mitigation plans; site impact studies and reparation proposals; potential task, route and goal field selection; and the required paperwork that would be presented to the USHPA for event consideration (if applicable). The TTT Competition Committee will determine the requirements of the submittal dependent upon the significance of the proposed event.

J: Guest Pilots of Members

Annual and Lifetime voting members in good standing are permitted to invite guest pilots under the following conditions:

1. Qualifying members may invite guest pilots. Each guest pilot is entitled to a single invitation period of up to forty-eight consecutive hours.
2. Guest pilots cannot have been a TTT Member for at least the past 5 consecutive years.
3. Guest pilots must sign the TTT waiver and be accepted by a BOD member.
4. Guest pilots must be accompanied by and under the supervision of their sponsoring member(s) during the invitation period.
5. Guest pilots will have full use of TTT facilities during the invitation period.
6. Guest pilots may exercise flight privileges during only one member invitation period.
7. Guest pilots exercising flight privileges must be current members of USHPA and meet all TTT FRP requirements.
8. Any pilot whose TTT application was previously denied or has received disciplinary action by TTT BOD is ineligible to be a guest pilot.

The club, through action of the BOD, may extend a guest invitation to another organization without enumerating its members by name. Prior TTT membership exclusion does not apply to BOD invited guests.

K: TTT Citation System

1. Infraction of these regulations may result in immediate suspension of membership privileges upon citation by any TTT BOD member pending investigation, ruling, and resolution by the BOD.
2. The TTT BOD will hear the citation, results of any investigation of the violation, and any defense from the member charged with violation, at the next BOD meeting.
3. The BOD will set penalties for violations and/or other conditions for reinstatement, except where specified in this document or the TTT Bylaws, on an individual case basis.
4. Membership privileges will continue in suspension and new application will be denied until such penalties and/or other conditions for reinstatement of membership privileges as may be set by the TTT BOD, this document, and/or the TTT Bylaws have been satisfied.
5. The BOD will approve reinstatement of membership privileges at the next meeting after satisfaction of penalties and/or other conditions.

Please refer to [TTT Flight Regulatory Program](#) for any and all updates to any printed/posted FRP documents.

2023 FRP Committee: Jeff Laughrey, Tyson Richmond, Jim Gibson, Mark Dunn