



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

Aviation Safety

800 Independence Ave  
Washington, DC 20591

Exemption No. 4144V  
Regulatory Docket No. FAA-2002-12590

Mr. James Bradley  
Executive Director  
United States Hang Gliding & Paragliding Association  
P.O. Box 1330  
Colorado Springs, CO 80901-1330

Dear Mr. Bradley:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 4144U. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date the exemption ends.

### **The Basis for the FAA's Decision**

By letter dated February 2, 2026, you petitioned the FAA on behalf of United States Hang Gliding & Paragliding Association (USHPA) for an extension of Exemption No. 4144U. That exemption from §§ 91.309 and 103.1(b) of Title 14, Code of Federal Regulations (14 CFR) allows USHPA members to tow unpowered ultralight vehicles (hang gliders) using powered ultralight vehicles.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

### **The FAA's Decision**

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. The FAA has determined that good cause exists because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to USHPA.

An association such as United States Hang Gliding & Paragliding Association cannot receive an exemption from FAA operating regulations because the association is not authorized to conduct operations. To operate under this exemption, each affected USHPA member must submit to the FAA a request in the form of a Letter of Intent to use this exemption and affirm its intentions to comply with the conditions and limitations of this exemption. Consistent with this decision, a

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new Condition and Limitation No. 1 has been added to require members of United States Hang Gliding & Paragliding Association that wish to exercise the relief provided in this exemption to submit a Letter of Intent prior to conducting any operation under Exemption No. 4144V Letters of Intent must be submitted to the Federal eRulemaking Portal: Go to <http://www.regulations.gov> and submit Letters of Intent under Docket Number FAA-2002-12590. Certificate holders should retain documentation to verify proper and timely submission of the Letter of Intent.

The FAA has determined that the justification for the issuance of Exemption No. 4144U remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, 44701, and 44807, which the FAA Administrator has delegated to me, I hereby grant United States Hang Gliding & Paragliding Association members an exemption from 14 CFR §§ 91.309 and 103.1(b) to the extent necessary to allow USHPA members to tow unpowered ultralight vehicles (hang gliders) using powered ultralight vehicles, subject to the following conditions and limitations.

### **Conditions and Limitations**

1. Members of United States Hang Gliding & Paragliding Association that wish to utilize the relief provided by this exemption must submit a Letter of Intent to Docket No. FAA-2002-12590. The Letter of Intent must state the member's intention to exercise the relief granted in this exemption and affirm the member's intention to only conduct operations in a manner consistent with all conditions and limitations herein. Members may only operate under this exemption after submitting a Letter of Intent to Docket No. FAA-2002-12590 that conforms to this condition. Go to the Federal eRulemaking Portal at <http://www.regulations.gov> and follow the online instructions for submitting documents electronically to submit a Letter of Intent to Docket No. FAA-2002-12590.
2. Each operation must comply with all sections of 14 CFR part 103, except § 103.1(b).
3. No charge, assessment, or fee may be made for the operation of the towing ultralight vehicle except for the actual expenses of the specific flight.
4. Occupants on both the powered and unpowered ultralights must possess a current pilot rating issued by the USHPA.
5. For identification purposes, USHPA shall issue an individual authorization to each person allowed to conduct operations under this exemption. Each authorization must include an identification number and a copy of this exemption. USHPA must also have a procedure to rescind this authority when needed.
6. Operations conducted under this exemption must be in accordance with the safety and certification rules and guidelines, as amended, established by USHPA, including those specified in paragraphs 1 through 12 of USHPA's supporting information.
7. Each operator of an ultralight vehicle under the authority of this exemption must be familiar with the provisions contained herein and must have in his or her personal

possession a copy of the authorization issued by USHPA, and a copy of this exemption. These documents shall be presented for inspection upon request by the FAA.

8. This exemption is not valid for operations outside the United States.

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

### **The Effect of the FAA's Decision**

The FAA's decision amends Exemption No. 4144U to 4144V and extends the termination date to May 31, 2031, unless sooner superseded or rescinded.

To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2002-12590 (<http://www.regulations.gov>). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

Jonathan D. Ottney  
Acting Deputy Executive Director, Flight Standards Service