



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

May 3, 2022

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

Mr. Martin Palmaz  
Executive Director  
United States Hang Gliding & Paragliding Association  
P.O. Box 1330  
Colorado Springs, CO 80901-8300

Dear Mr. Palmaz:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 4144S. 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 March 2, 2022, you petitioned the FAA on behalf of United States Hang Gliding and Paragliding Association, Inc. (USHGPA) for an extension of Exemption No. 4144S. That exemption from § 91.309 and 103.1(b) of Title 14, Code of Federal Regulations (14 CFR) allows USHGPA 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 USHGPA.

The FAA has determined that the justification for the issuance of Exemption No. 4144S 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, and 44701, which the FAA Administrator has delegated to me, I hereby grant United States Hang Gliding and Paragliding Association, Inc. an exemption from 14 CFR §§ 91.309 and 103.1(b) to the extent necessary to allow USHGPA members to tow

AFS-22-00570-E

unpowered ultralight vehicles (hang gliders) using powered ultralight vehicles, subject to the following conditions and limitations.

### **Conditions and Limitations**

1. Each operation must comply with all sections of 14 CFR part 103, except § 103.1(b).
2. 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.
3. Occupants on both the powered and unpowered ultralights must possess a current pilot rating issued by the USHPA.
4. 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.
5. 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.
6. 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.
7. 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. 4144S to 4144T and extends the termination date to May 31, 2024, 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,

/s/

Robert C. Carty  
Deputy Executive Director, Flight Standards Service

Enclosure:  
Exemption No. - 4144S



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

March 27, 2020

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

Mr. Martin Palmaz  
Executive Director  
United States Hang Gliding and Paragliding Association, Inc.  
P.O. Box 1330  
Colorado Springs, CO 80901-1330

Dear Mr. Palmaz:

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

### **The Basis for Our Decision**

By letter dated January 29, 2020, you petitioned the Federal Aviation Administration (FAA) on behalf of the United States Hang Gliding and Paragliding Association, Inc. (USHPA) for an extension of Exemption No. 4144R. 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 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.

The FAA has determined that the justification for the issuance of Exemption No. 4144R 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 and 44701, which the FAA Administrator has delegated to me, I grant United States Hang Gliding and Paragliding Association, Inc. (USHPA) an exemption from 14 CFR §§ 91.309 and 103.1(b) to the extent necessary to allow AFS-20-132457-E

USHPA members to tow unpowered ultralight vehicles (hang gliders) using powered ultralight vehicles, subject to the conditions and limitations listed below.

### **Conditions and Limitations**

1. Each operation must comply with all sections of 14 CFR part 103, except § 103.1(b).
2. 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.
3. Occupants on both the powered and unpowered ultralights must possess a current pilot rating issued by the USHPA.
4. 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.
5. 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.
6. 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.
7. This exemption is not valid for operations outside the United States.

If you request an extension 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 no later than 120 days prior to the exemption's expiration date listed below.

If you require an amendment to this exemption, please submit your request no later than 120 days prior to the date you need the amendment using the process indicated above.

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

**The Effect of Our Decision**

The FAA's decision amends Exemption No. 4144R to 4144S and extends the termination date to May 31, 2022, unless sooner superseded or rescinded.

Sincerely,

/s/

Robert C. Carty

Deputy Executive Director, Flight Standards Service