



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

800 Independence Ave., S.W.  
Washington, D.C. 20591

March 14, 2018

Exemption No. 4144R  
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 we have granted your petition to extend Exemption No. 4144, as amended. It transmits our 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 30, 2018, 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. 4144, as amended. 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.

### **Our 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. 4144, as amended, remains valid with respect to this exemption and is in the public interest.

AFS-18-119972-E

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 allow 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.

### **The Effect of Our Decision**

Our decision extends the termination date of Exemption No. 4144, as amended, to May 31, 2020, unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan

Executive Director, Flight Standards Service