



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

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

JUN 22 2012

Exemption No. 4721M
Regulatory Docket No. FAA-2002-13588

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

Dear Mr. Palmaz:

This letter is to inform you that we have granted your petition to extend Exemption No. 4721, as amended. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

The Basis for Our Decision

By letter dated May 24, 2012, you petitioned the Federal Aviation Administration (FAA) on behalf of United States Hang Gliding and Paragliding Association, Inc. (USHPA), for an extension of Exemption No. 4721, as amended. That exemption from § 103.1(a) and (b) of Title 14, Code of Federal Regulations allows USHPA to operate unpowered ultralight vehicles (hang gliders) weighing less than 155 pounds, with another occupant, for the purpose of sport, training, or recreation.

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 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.

AFS-12-403-E

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 4721, as amended, remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition, subject to the following conditions and limitations.

Conditions and Limitations


1. Each operation must comply with all sections of part 103, except § 103.1(a).
2. For training purposes, this exemption applies only to flights for the purpose of giving instruction in two-place unpowered ultralight vehicles from USHPA-approved launch sites.
3. Both occupants on all two-place training flights must possess a current pilot rating issued by the USHPA and at least one occupant must possess a current USHPA instructor rating.
4. Prior to all two-occupant training flights, the student must be informed 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.
5. Both occupants on all two-place flights, other than for training purposes, must possess a current pilot rating issued by the USHPA and at least one occupant must possess a current advanced hang glider rating issued by the USHPA.
6. For identification purposes, the USHPA shall issue an individual authorization to each person allowed to conduct operations under this exemption. Each authorization shall include an identification number and a copy of this exemption. The USHPA shall also have a procedure to rescind this authority when needed.

7. Each individual who operates 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 the USHPA and a copy of this exemption. These documents shall be presented for inspection upon request by the FAA.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 4721, as amended, to October 31, 2014, unless sooner superseded or rescinded.

Sincerely,



John S. Duncan
Deputy Director, Flight Standards
Service