



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

June 27, 2022

Exemption No. 9751G  
Regulatory Docket No. FAA-2002-12476

Mr. Noah Rasheta  
President  
United States Powered Paragliding Association  
6928 Conley Drive  
Polk City, FL 33868

Dear Mr. Rasheta:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 9751F. 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 comment posted April 25, 2022, you petitioned the FAA on behalf of United States Powered Paragliding Association (USPPA) for an extension of Exemption No. 9751F. That exemption from § 103.1(a) of Title 14, Code of Federal Regulations (14 CFR) allows USPPA members to operate two-place tandem powered paragliders for training purposes.

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 USPPA.

The FAA has determined that the justification for the issuance of Exemption No. 9751F 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 Powered Paragliding Association an exemption from 14 CFR § 103.1(a) to the extent necessary to allow USPPA members to operate two-place tandem powered paragliders for training purposes, subject to the following conditions and limitations.

AFS-22-00715-E

## Conditions and Limitations

1. This exemption is limited to § 103.1(a) only.
2. Each flight must comply with all other sections of part 103.
3. All flights operating under this exemption must be for training purposes only. This exemption applies only to flights for the purpose of giving instruction in two-place powered or unpowered ultralight vehicles to provide students with basic skills necessary for safe flight. There is no training program requirement found in part 103, so training should provide sufficient understanding of information provided in the FAA Pilot's Handbook of Aeronautical Knowledge and the Powered Parachute Flying Handbook as applicable to part 103 operations.
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 two-place powered or unpowered ultralight vehicle does not meet aircraft certification standards set forth by the FAA.
5. For identification purposes, USPPA 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. USPPA shall also have a procedure to rescind this authority when needed.
6. Each individual who operates a two-place powered or unpowered 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 USPPA and a copy of this exemption. These documents shall be presented for inspection upon request by any representative of the FAA.
7. Upon request, the USPPA will provide a representative of the FAA with a list of each person allowed to conduct operations under this exemption.
8. This exemption is not valid for flights 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. 9751F to 9751G and extends the termination date to September 30, 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-2002-12476 (<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. 9751F



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

September 23, 2020

Exemption No. 9751F  
Regulatory Docket No. FAA-2002-12476

Mr. Jeff Goin  
President  
United States Powered Paragliding Association  
6928 Conley Drive  
Polk City, FL 33868

Dear Mr. Goin:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 9751E. 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 the FAA's Decision**

By letter dated July 17, 2020, you petitioned the FAA on behalf United States Powered Paragliding Association (USPPA) for an extension of Exemption No. 9751E. That exemption from § 103.1(a) of Title 14, Code of Federal Regulations (14 CFR) allows USPPA members to operate two-place tandem powered paragliders for training purposes.

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 USPPA.

The FAA has determined that the justification for the issuance of Exemption No. 9751E remains valid with respect to this exemption and is in the public interest. Therefore, AFunder 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 Powered Paragliding Association (USPPA) an exemption from 14 CFR § 103.1(a) to the extent necessary to allow USPPA members to operate two-place tandem powered paragliders for training purposes, subject to the following conditions and limitations.

AFS-20-134875-E

## Conditions and Limitations

1. This exemption is limited to § 103.1(a) only.
2. Each flight must comply with all other sections of part 103.
3. All flights operating under this exemption must be for training purposes only. This exemption applies only to flights for the purpose of giving instruction in two-place powered or unpowered ultralight vehicles to provide students with basic skills necessary for safe flight. There is no training program requirement found in part 103, so training should provide sufficient understanding of information provided in the FAA Pilot's Handbook of Aeronautical Knowledge and the Powered Parachute Flying Handbook as applicable to part 103 operations.
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 two-place powered or unpowered ultralight vehicle does not meet aircraft certification standards set forth by the FAA.
5. For identification purposes, USPPA 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. USPPA shall also have a procedure to rescind this authority when needed.
6. Each individual who operates a two-place powered or unpowered 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 USPPA and a copy of this exemption. These documents shall be presented for inspection upon request by any representative of the FAA.
7. Upon request, the USPPA will provide a representative of the FAA with a list of each person allowed to conduct operations under this exemption.
8. This exemption is not valid for flights outside the United States.

If you request an extension to this exemption, please submit your request by using the Regulatory Docket No. FAA-2002-12476 (<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 the FAA's Decision**

The FAA's decision amends Exemption No. 9751E to 9751F and extends the termination date to September 30, 2022, unless sooner superseded or rescinded.

Sincerely,

/s/

Robert C. Carty  
Deputy Executive Director, Flight Standards Service