



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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

**AUG 08 2019**

Exemption No. 18304  
Regulatory Docket No. FAA-2017-0132

Mr. Edgar D. Pitman  
President  
American Ultralight Association Inc.  
P.O. Box 5248  
Corning, CA 96021-5248

Dear Mr. Pitman:

This letter is to inform you that we have granted your request for exemption. 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 June 3, 2019, you petitioned the Federal Aviation Administration (FAA) on behalf of American Ultralight Association Inc. (AUA) for an extension of Exemption No. 17268. That exemption from § 103.1(a) and (b) of Title 14, Code of Federal Regulations (14 CFR) allows AUA to operate unpowered ultralight vehicles with another occupant for the purpose of sport and recreation.

Although you requested an extension of Exemption No. 17268 (copy enclosed), that exemption expired on March 31, 2019. Therefore, we are issuing AUA a new exemption.

The FAA has issued a grant of exemption in circumstances similar in all material respects to those presented in your petition. In Grant of Exemption No. 4721 (copy enclosed), the FAA found that a grant of exemption would provide an equivalent level of safety to the regulations for which the relief is required, that the relief sought will not compromise safety, and will provide operators with needed replacement parts to support the safe operation of their aircraft, and that the relief sought would be in the public interest.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in the enclosed Grant of Exemption No. 4721;

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- The reasons stated by the FAA for granting the enclosed Grant of Exemption No. 4721 also apply to the situation you present; and
- A grant of exemption to AUA is in the public interest.

### **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 exemption would not set a precedent, and any delay in acting on this petition would be detrimental to AUA.

Under the authority contained in 49 U.S.C. § 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I hereby grant American Ultralight Association, Inc. (AUA) an exemption from 14 CFR § 103.1(a) and (b) to the extent necessary to operate unpowered ultralight vehicles with another occupant for the purpose of sport and recreation, subject to the conditions and limitations described below.

### **Conditions and Limitations**

1. Each operation must comply with the remaining sections of part 103, except § 103.1(a) and (b).
2. 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 and unpowered paragliders or hang gliders.
3. 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 and unpowered paraglider or hang glider does not meet aircraft certification standards set forth by the FAA.
4. For identification purposes, AUA 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. AUA shall also have a procedure to rescind this authority when needed.
5. Each individual who operates a two-place powered and unpowered paraglider or hang glider 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 AUA and a copy of this exemption. These documents shall be presented for inspection upon request by the FAA.

This exemption terminates on August 31, 2021, unless sooner superseded or rescinded.

Sincerely,

A handwritten signature in black ink, appearing to read "R.C. Carty". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

**Robert C. Carty**  
**Deputy Executive Director,**  
**Flight Standards Service**

Enclosure