



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

MAR 12 2010

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

Mr. Jeff Goin
United States Powered Paragliding Association
9s344 Chandelle Drive
Naperville, IL 60564

Dear Mr. Goin:

This letter is to inform you that we have granted your petition to extend Exemption No. 9751. It explains the basis for our decision, describes its effect, and lists the revised conditions and limitations.

The Basis for Our Decision

By letter dated January 11, 2010, you petitioned the Federal Aviation Administration (FAA) on behalf of United States Powered Paragliding Association (USPPA) for an extension of Exemption No. 9751. That exemption from § 103.1 of Title 14, Code of Federal Regulations 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 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 recognizes the value of dual flight instruction and, in the past, had granted exemptions to allow training in powered ultralights. With the sport pilot rules becoming effective, the exemptions that expired have eliminated tandem training, since training can be conducted in light sport aircraft. However, foot-launched, two-place powered paragliders

could not be certified in a manner similar to other air vehicles; therefore, an alternative method for training approval is necessary.

It is possible that a foot-launched, two-place powered paraglider can carry a pilot in training along with an instructor while remaining in compliance with all other subparagraphs of part 103. The FAA recognizes that having an experienced flight instructor on board the air vehicle during training will increase safety. The FAA finds that a grant of exemption from section § 103.1(a) is in the public interest and would provide an equivalent level of safety as provided by the current regulations.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 9751 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. This exemption is limited to § 103.1(a) only.
2. Each operation 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 foot-launched, two-place powered paragliders.
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 foot-launched, two-place powered paraglider 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 foot-launched, two-place powered paraglider 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 the FAA.

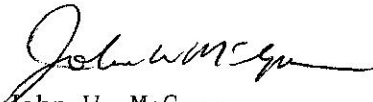
7. Upon request the USPPA will provide the FAA with a list of each person allowed to conduct operations under this exemption.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 9751 to September 30, 2012, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 9751 remain the same. This letter must be attached to, and is a part of, Exemption No. 9751.

Sincerely,



John W. McGraw
Acting Director, Flight Standards
Service