

Date: March 26, 2024

To: Tim LeBaron, Director, Office of Aviation Safety 

From: Noel Coleman, Chief, Writing and Editing Division
Jennifer Rodi, Deputy Chief, Central Region

Subject: Request change to factual narrative CEN22FA081

On March 8, 2024, following the publishing of the subject report, an individual reached out to the IIC and requested a clarification in the report. Specifically, the final report states the following:

“The powered paraglider was operating as an ultralight vehicle under the provisions of Title 14 CFR Part 103. In the United States, ultralight vehicles are not identified as aircraft and, as such, do not require a FAA registration certificate, FAA airworthiness certificate, or a FAA pilot certificate to operate.

According to Title 14 CFR Part 91.227 (ADS-B OUT Equipment Performance Requirements) and Advisory Circular No. 20-165B (Airworthiness Approval of ADS-B OUT Systems), in the United States, among other requirements, an aircraft registration number and an International Civil Aviation Organization 24-bit address are required for an ADS-B OUT system to be installed in a civil aircraft. As such, ultralight vehicles, which are not typically registered in the United States, are not authorized to use an ADS-B OUT transmitter.”

We request to clarify the report to the following:

“The powered paraglider was operating as an ultralight vehicle under the provisions of Title 14 CFR Part 103. In the United States, ultralight vehicles are not identified as aircraft and, as such, do not require a FAA registration certificate, FAA airworthiness certificate, or a FAA pilot certificate to operate.

According to Title 14 CFR Part 91.227 (ADS-B OUT Equipment Performance Requirements) and Advisory Circular No. 20-165B (Airworthiness Approval of ADS-B OUT Systems), in the United States, among other requirements, an aircraft registration number and an International Civil Aviation Organization 24-bit address are required for an ADS-B OUT system to be installed in a civil aircraft. As such, ultralight vehicles that are operated in the United States without FAA registration, as most are, are not authorized to use an ADS-B OUT transmitter.

If approved, the changes will be reflected in the docket and the revised report will be published. This will not impact the analysis or PC of the report.