

“For Instruction Only”



In 1994, the FAA released exemptions that would allow instructors to train pilots in ultralight style aircraft. The exemptions are “for instruction only”. The exemptions have continued under various numbers up to, and including, today's Exemption 9785 G.

It is important for every instructor to recognize the need to operate “for instruction only”. It is reaffirmed by the Authorization Letter, which is a contract you have signed to be able to use the exemption. A copy is required to be carried when you fly.

The Authorization Letter contract documents the conditions that the exemption is valid and specifically requires you to #6) Handle all tandem flights under the exemption as "For Instruction Only". The contract also requires you to #2) cooperate with the ASC peer review committee.

Instructors have some latitude in who they may accept as students. Clearly, students less than 14 years of age will need you to have special consideration. The decision may later require that you justify your decision to the “Peer Review Committee”. (An example of special consideration is a 13-year-old “farm boy” that drives his dad’s tractor.)

Similarly, students older than 65 need special consideration. That may also require that you justify your decision to the “Peer Review Committee”.

From the FAA, “ASC is a large organization with many instructors utilizing this important exemption to provide safety in the form of training to those entering the ultralight pilot community/industry, and the FAA relies on ASC to ensure the exemption is utilized appropriately for training, and not a means for compensation to give rides in an ultralight.”

Here are recommendations from ASC:

- 1) Use the ASC Student Pilot form to record each first-time student, keep that for your records.
- 2) Use a syllabus, such as attached, to record your students’ progress and steps that are part of the training.

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