Aviation Safety

800 Independence Ave
Washington, DC 20591

June 23, 2026

Exemption No. 9785I
Regulatory Docket No. FAA-2001-10583

Mr. Jim Stephenson
CEO/President
Aero Sports Connection, Inc.
231 SW Bonanza Glen
Lake City, FL 32025

Dear Mr. Stephenson:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 9785H. 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 letter dated May 2, 2026, you petitioned the FAA on behalf of Aero Sports Connection, Inc. (ASC) for an extension of Exemption No. 9785H. That exemption from § 103.1(a) of Title 14, Code of Federal Regulations (14 CFR) allows ASC to operate unpowered ultralight vehicles with another occupant for the purpose of training.

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 ASC.

The FAA has determined that the justification for the issuance of Exemption No. 9785H 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 Aero Sports Connection, Inc. an exemption from 14 CFR § 103.1(a) to the extent necessary to allow ASC to operate unpowered ultralight vehicles with another occupant for the purpose of training, subject to the following conditions and limitations.

Conditions and Limitations

1. Each operation must comply with the remaining sections of part 103, except 14 CFR § 103.1(a).

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 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 and Powered Parachute Handbook as applicable to part 103 operations.

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, ASC 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. ASC 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 ASC and a copy of this exemption. These documents shall be presented for inspection upon request by the FAA.

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. 9785H to 9785I and extends the termination date to November 30, 2031, 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-2001-10583 (*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,

Hugh J. Thomas
Acting Deputy Executive Director, Flight Standards Service