



U.S. Department
of Transportation

**Federal Aviation
Administration**

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

March 27, 2009

Exemption No. 9843
Regulatory Docket No. FAA-2008-0853

Mr. Don G. Roney
Senior Vice President
PrestoSIM, Inc.
1000 Nolen Drive, Suite 400
Grapevine, TX 76051

Dear Mr. Roney:

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 August 29, 2008, you petitioned the Federal Aviation Administration (FAA) on behalf of PrestoSIM, Inc. (PrestoSIM), for an exemption from §§ 91.9(a) and 91.531(a)(1) and (2) of Title 14, Code of Federal Regulations (14 CFR). That exemption, if granted, would permit PrestoSIM and operators of Cessna Citation airplanes covered by the CE-500 type rating to operate these airplanes with a single pilot.

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 PrestoSIM.

The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grant of Exemption Nos. 4050, as amended, and 5517, as amended, and Summary Grant of Exemption No. 6480, as amended (copies enclosed), the FAA noted that, although the Cessna Citation model 500 (CE-500) series airplane was initially type-certificated under part 25, which requires operation with two pilots; the airplane was subsequently type-certificated under part 23 for single-pilot operation. The FAA pointed

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out that this is the only turbojet airplane that has evolved into single-pilot operations. Furthermore, the FAA noted that it agreed with Cessna that the part 23 and part 25 Cessna Citations are identical from an operational standpoint. Therefore, the FAA determined that in view of the past single-pilot operating experience of CE-500 series airplanes type-certificated under part 23, an exemption with appropriate conditions and limitations to permit single-pilot operations of CE-500 series airplanes type-certificated under part 25 would not have an adverse effect of safety. In addition, the FAA found that the grants of exemption were in the public interest because operators are provided with increased operating flexibility and reduced economic burdens.

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

- they do not differ materially from those presented by the petitioners in the enclosed grants of exemption;
- the reasons stated by the FAA for granting the enclosed exemptions also apply to the situation you present; and
- a grant of exemption is in the public interest.

Our Decision

Under the authority contained in 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I hereby grant PrestoSIM, Inc., an exemption from 14 CFR §§ 91.9(a) and 91.531(a)(1) and (2) to the extent necessary to permit PrestoSIM and operators of Cessna Citation airplanes covered by the CE-500 type rating to operate these airplanes with a single pilot, subject to the conditions and limitations described below.

Conditions and Limitations

1. This exemption serves as a supplemental type certificate for those Cessna Citation model 500, 550, S550, 552, and 560 airplanes operated by a single pilot who has complied with all of the terms of this exemption.
2. This exemption is effective only if PrestoSIM's single-pilot training program receives and maintains approval under 14 CFR part 142 from the FAA Flight Standards District Office (FSDO) that has jurisdictional authority over PrestoSIM's part 142 training center certificate.
3. This exemption applies to only operations conducted under 14 CFR part 91.
4. Each pilot conducting single-pilot operations must—
 - a. Complete PrestoSIM's FAA-approved part 142 single-pilot training course before conducting such operations;

- b. Hold an airline transport pilot certificate with a CE-500 type-rating or commercial pilot certificate with an airplane instrument rating and CE-500 type-rating;
 - c. Have logged at least 1,000 hours of total pilot flight time, including at least 50 hours of night flight time; 75 hours of instrument flight time, 40 hours of which are in actual instrument meteorological conditions; and 500 hours as pilot in command (PIC), second in command, or both in turbine-powered airplanes;
 - d. Not perform any circling instrument approaches to minimums of less than 200 feet and 1 mile above the published minimums until completing 100 hours of single-pilot flight experience in CE-500 series airplanes
 - e. Not perform any straight-in instrument approaches to minimums of less than 100 feet and one-half-statute-mile visibility above the published minimums until completing 100 hours of single-pilot flight experience in CE-500 series airplanes;
 - f. Use a boom microphone; and
 - g. Use a fully functioning autopilot that is controllable about three axes and capable of approach coupling.
5. The single-pilot initial authorization and authorization renewal training program must include—
- a. Ground instruction that covers the following aeronautical knowledge areas:
 - i. Safe and efficient operation of airplanes;
 - ii. Weight and balance computations;
 - iii. Use of performance charts;
 - iv. Significance and effects of exceeding airplane performance limits;
 - v. Principles and functions of airplane systems;
 - vi. Maneuvers, procedures, and emergency operations appropriate to the airplane; and
 - vii. Night and high-altitude operations.

- b. Airplane/flight simulator instruction that covers the following areas of operation:
 - i. Preflight preparation;
 - ii. Preflight procedures;
 - iii. Takeoff and departure phase;
 - iv. In-flight maneuvers;
 - v. Instrument procedures;
 - vi. Landings and approaches to landings;
 - vii. Normal and abnormal procedures;
 - viii. Emergency procedures; and
 - ix. Postflight procedures.

- 6. The instruction required in condition No. 5b may be completed in an approved flight simulator, qualified as—
 - a. A Level A flight simulator, provided the applicant has accomplished the following in-flight maneuvers and procedures in the CE-500 series airplane:
 - i. Preflight inspection;
 - ii. Taxiing;
 - iii. Normal takeoff;
 - iv. Crosswind takeoff;
 - v. Instrument landing system approach;
 - vi. Missed approach;
 - vii. Simulated powerplant failure;
 - viii. Normal landing;
 - ix. Crosswind landing; and
 - x. Landing with simulated powerplant failure.

- b. A Level B, C, or D flight simulator, provided the applicant has performed three takeoffs and three landings to a full stop as the sole manipulator of the flight controls in the CE-500 series airplane within the preceding 90 days.
7. An applicant seeking renewal of a single-pilot authorization under this exemption, must—
 - a. Satisfactorily complete PrestoSIM's FAA-approved part 142 single-pilot training course;
 - b. Satisfactorily complete the practical test in the appropriate CE-500 series airplane or appropriately qualified and approved flight simulator;
 - c. Satisfactorily complete the final practical test—
 - i. Within 10 days of completing the training, and
 - ii. Under the supervision of an appropriately rated FAA-designated examiner or an FAA inspector who is authorized and qualified to conduct the test in CE-500 series airplanes.
 - d. Comply with the practical test requirements and standards for the grade and class of pilot certificate the applicant holds and demonstrate proficiency in circling approaches to the left and right, except as provided in condition No. 9; and
 - e. Satisfactorily perform all maneuvers and procedures as a single pilot during the entire practical test.
8. The circling approach requirement must be accomplished in an airplane or in a simulator equipped with a visual system that may achieve the circling approach task.
9. Until the circling approach task has been satisfactorily demonstrated in an airplane or in a simulator qualified for the circling approach task to an FAA inspector or FAA-designated examiner—
 - a. The applicant's records will be annotated with the statement, "Demonstration of circling approach was not accomplished."
 - b. The applicant must not perform circling approaches as the PIC when weather conditions are less than the weather minimums for basic visual flight rules.
10. A person who previously has received a single-pilot authorization in a Cessna Citation model 500, 550, S550, 552, or 560 airplane must complete

PrestoSIM's FAA-approved part 142 single-pilot differences training course to obtain a single-pilot authorization for a different Cessna Citation model.

11. An applicant seeking to obtain a single-pilot authorization must satisfactorily complete ground and flight simulator training through PrestoSIM's FAA-approved part 142 single-pilot training course and must receive training on the differences between the Cessna Citation model represented by the simulator used for training and the Cessna Citation model for which single-pilot authorization is requested.
12. A single-pilot authorization will be valid for 12 calendar months. A person who renews a single-pilot authorization in the calendar month before or after the calendar month in which it is due is considered to have renewed the single-pilot authorization when due.
13. The CE-500 series airplanes operated under this exemption must have the following equipment installed and operational:
 - a. An autopilot with approach coupling;
 - b. A flight director system;
 - c. A boom microphone; and
 - d. A transponder "ident" switch on the pilot's control wheel.
14. PrestoSIM must provide a copy of this exemption to each person who is authorized to operate under this exemption.
15. Each operator must carry a copy of this exemption aboard the airplane, when operating under this exemption.
16. No operator may transfer this exemption when or if ownership or lease of the airplane is relinquished.
17. On or before December 31 of each year, PrestoSIM must provide the General Aviation and Commercial Division, Flight Standards Service, AFS-800, with an analysis of operations conducted under this exemption with respect to operational exposure, accident and incident data, and any known problem areas. A copy of this analysis must also be sent to the FSDO.
18. PrestoSIM must maintain records and make them available, when requested, to the FAA FSDO that has jurisdictional authority over PrestoSIM's part 142 training center certificate. These records must include—

- a. The name, address, and dates of training enrollment and completion for each applicant who enrolls in PrestoSIM's training courses;
- b. The date and location where the practical test was conducted, as well as the name of the FAA-designated examiner or FAA inspector conducting the test;
- c. The name of each applicant who requires more flight training than prescribed in the FAA-approved training course to pass the initial authorization or authorization renewal;
- d. The number of additional training hours needed by each applicant enrolled in the training course to pass the flight check;
- e. A list of those pilots who failed to complete the training program satisfactorily or withdrew from the program and the reasons for the withdrawal; and
- f. The name, certificate number, and address of each person who is authorized to operate under this exemption.

19. No person may provide or receive training while passengers are aboard the airplanes during operations conducted under the privileges of this exemption.

This exemption terminates on April 30, 2011, unless sooner superseded or rescinded.

Sincerely,

/s/

John W. McGraw
Acting Director, Flight Standards Service

Enclosures