



U.S. Department
of Transportation
**Federal Aviation
Administration**

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

Jul 22 2010

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

Mr. Ray Heyde
Vice President
PrestoSIM, Inc.
1000 Nolen Drive, Suite 400
Grapevine, TX 76051

Dear Mr. Heyde:

This letter is to inform you that we have granted your petition to amend Exemption No. 9843. 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 February 3, 2010, you petitioned the Federal Aviation Administration (FAA) on behalf of PrestoSIM, Inc. (PrestoSIM), for an amendment to Exemption No. 9843. That exemption from §§ 91.9(a) and 91.531(a)(1) and (2) of Title 14, Code of Federal Regulations allows PrestoSIM and operators of Cessna Citation airplanes covered by the CE-500 type rating to operate these airplanes with a single pilot. The amendment you request would clarify aspects of the current exemption.

1. PrestoSIM requests that the exemption include all Cessna Citation model 500 series airplanes operated under any FAA-approved supplemental type certificate (STC) that does not change the model designation but includes various performance enhancements and avionics upgrades that have been added to some aircraft;
2. PrestoSIM requests that the exemption include Cessna Citation model 500 series airplanes with serial numbers 001 through 0418 equipped with various STCs;

AFS-10-241-E

3. PrestoSIM requests that condition 6(b) be amended to allow for the requisite three takeoffs and three landings to be included as part of an approved part 142 training course; and
4. PrestoSIM requests that condition 13(c) be amended to state that a single pilot operator of CE-500 series aircraft under the terms of Exemption No. 9843 must “Use a boom microphone, or headset with attached microphone.”

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 amendment to the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to PrestoSIM.

The FAA finds that with respect to your first and second amendment requests, it is the FAA’s intent that Exemption No. 9843 covers single pilot training, checking, and flight operations of: (1) All Cessna Citation model 500 series airplanes operated under any FAA-approved STC that does not change the model designation; and (2) Cessna Citation model 500 series airplanes with serial numbers 001 through 0418 equipped with various STCs. With respect to your fourth amendment request, it is the FAA’s intent that Exemption No. 9843 requires the use of either a boom microphone or a headset with an attached microphone during single pilot training, checking, and flight operations. The conditions and limitations will not be amended regarding amendment requests 1, 2, and 4.

Finally, with respect to your third amendment request, it is the FAA’s intent to allow for the requisite three takeoffs and three landings to be included as part of an approved part 142 training course. The conditions and limitations have been amended to properly reflect the FAA’s intent.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 9843 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 revised conditions and limitations.

Conditions and Limitations

1. This exemption serves as an STC 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, conditions, and limitations of this exemption.
2. This exemption is effective for the conduct of the required training and checking only if PrestoSIM's single-pilot training program receives and maintains approval under 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 is effective only if it is listed in PrestoSIM's training specifications paragraph A005.
4. This exemption applies to only operations conducted under part 91.
5. Each pilot conducting single-pilot operations must—
 - a. Complete PrestoSIM's FAA-approved part 142 CE-500 single-pilot curriculum before conducting such operations;
 - b. Hold an airline transport pilot certificate with a CE-500 type rating or a commercial pilot certificate with an airplane instrument rating and CE-500 type rating before entering PrestoSIM's part 142 CE-500 single-pilot curriculum;
 - 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 or second in command 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 after completing 100 hours of single-pilot flight experience in CE-500 series airplanes; and
 - 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 after completing 100 hours of single-pilot flight experience in CE-500 series airplanes.

6. The CE-500 single-pilot initial authorization and authorization renewal curriculum must include—
 - a. Ground instruction appropriate to the CE-500 airplane given by a PrestoSIM part 142 instructor (designated in accordance with PrestoSIM's approved procedures) that covers at least 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 limitations;
 - v. Principles and functions of airplane systems;
 - vi. Maneuvers, procedures, and emergency operations; and
 - vii. Night and high-altitude operations.
 - b. Flight instruction appropriate to the CE-500 airplane given by a PrestoSIM part 142 instructor (designated in accordance with PrestoSIM's approved procedures) that covers at least the following areas of operation:
 - i. Preflight preparation;
 - ii. Preflight inspection and procedures;
 - iii. Taxiing;
 - iv. Normal and crosswind takeoffs and departures;
 - v. In-flight maneuvers, including configuration changes, approaches to stalls, and steep turns;
 - vi. Simulated powerplant failure (actual powerplant failure if accomplished in a flight simulator);
 - vii. Instrument procedures;
 - viii. Precision and nonprecision approaches;
 - ix. Missed approaches;

- x. Landings and approaches to landings;
 - xi. Normal and crosswind landings;
 - xii. Landing with a simulated powerplant failure (actual powerplant failure if accomplished in a flight simulator);
 - xiii. Normal and abnormal procedures;
 - xiv. Emergency procedures; and
 - xv. Post-flight procedures.
7. The instruction required in Condition No. 6b may be completed in an approved flight simulator, qualified as—
- a. A Level A or B flight simulator, provided the applicant satisfactorily accomplishes as part of the training program the following in-flight maneuvers and procedures as sole manipulator of the controls in a CE-500 series airplane:
 - i. Exterior preflight inspection;
 - ii. Taxiing;
 - iii. Normal and crosswind takeoffs (minimum of three);
 - iv. Normal and crosswind approaches and landings (minimum of three);
 - v. Landing from a precision approach;
 - vi. Approach and landing with a simulated powerplant failure;
 - vii. Landing from a circling approach; and
 - viii. Landing from a no flap or nonstandard flap approach.
 - b. A Level C or D flight simulator provided the applicant has performed at least 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.
8. An applicant seeking to obtain or renew a single-pilot authorization under this exemption must—
- a. Satisfactorily complete PrestoSIM's FAA-approved part 142 single-pilot curriculum;

- b. Satisfactorily complete the curriculum's required qualification module, consisting of a stand-alone proficiency check in either a CE-500 series airplane, an appropriately qualified and approved flight simulator, or a combination thereof;
 - c. Satisfactorily complete this proficiency check—
 - i. Within 10 days of completing the training; and
 - ii. Under the supervision of an appropriately rated FAA inspector or PrestoSIM Training Center Evaluator (TCE) who is qualified and authorized to conduct either § 61.58 proficiency checks or type rating practical tests in CE-500 series flight simulators or airplanes, as appropriate;
 - d. Satisfactorily complete all tasks listed in the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards that are required for an initial CE-500 type rating; and
 - e. Satisfactorily perform all maneuvers and procedures as a single pilot during the entire proficiency check. Training to proficiency during the check is not permitted, and failure of any maneuver shall result in failure of the proficiency check.
9. The circling approach requirement must be accomplished in an airplane or in a simulator that is qualified and approved in PrestoSIM's training specifications for the circling approach task.
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 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 checking and the Cessna Citation model for which single-pilot authorization is requested.
12. Regardless of the status of this exemption or PrestoSIM's authorization to use it, once granted, 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 in the month due.

13. Each CE-500 series airplane 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 person must carry a copy of this exemption and a record from PrestoSIM documenting compliance with its training and checking conditions aboard the airplane when he or she is operating under its terms.
16. Upon request, PrestoSIM must provide the Flight Standards Service, Air Carrier Training and 142 Training Center Branch, AFS-210, with an analysis of training and checking operations conducted under this exemption with respect to program failure rates, extra training time required, accident and incident data, and any known problem areas.
17. 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 all information required by § 142.73 and—
 - a. 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
 - b. The name and pilot certificate number of each person who is authorized to operate under this exemption.

18. No PrestoSIM instructor or TCE shall permit passengers to be aboard any airplane during flight operations conducted for the purpose of meeting the training or checking requirements of this exemption.

The Effect of Our Decision

The termination date of Exemption No. 9843 remains April 30, 2011. This letter must be attached to, and is a part of, Exemption No. 9843.

Sincerely,

/s/

Bradley D. Pearson
Acting Director, Flight Standards
Service