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

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

April 21, 2015

Exemption No. 11421
Regulatory Docket No. FAA-2015-0302

Mr. Anthony Cirincione
President, Aeromania LLC
2210 East 18th Street
Cheyenne, WY 82001

Dear Mr. Cirincione:

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 correspondence dated February 9, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of Aeromania LLC (Aeromania), 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 Aeromania to train, test, and approve pilots to operate certain Cessna Citation (CE-500) series aircraft without a pilot who is designated as second-in-command (SIC).

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 Aeromania.

The FAA has issued grants of exemption under circumstances similar in all material respects to those presented in your petition. In Grant of Exemption Nos. 6480 and 10004 (copies enclosed), the FAA noted that, although the 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 noted that the part 23 and part 25 Cessna Citations are identical from an operational standpoint.

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 on 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 are similar in all material respects to relief previously requested in the enclosed Grant of Exemption Nos. 6480 and 10004;
- the reasons stated by the FAA for granting the enclosed Grant of Exemption Nos. 6480 and 10004 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. §§ 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I grant Aeromania LLC an exemption from 14 CFR §§ 91.9(a) and 91.531(a)(1) and (2) to the extent necessary to allow Aeromania to train, test, and approve pilots to operate certain Cessna Citation (CE-500) series aircraft without a pilot who is designated as second-in-command (SIC).

Conditions and Limitations

1. This exemption applies to pilots operating Cessna Citation model 500, 550, S550 552 and 560 airplanes who have successfully completed Aeromania's approved single-pilot authorization course and complied with all of the terms of this exemption.

2. This exemption is applicable for the required training and checking upon FAA acceptance of Aeromania's single-pilot training program as described below:

    a. Aeromania must send a copy of its training manual to the FAA's General Aviation and Commercial Division, AFS-800, 800 Independence Avenue, SW., Washington, D.C. 20591 or, as an alternative, submit it electronically to 9-afs-800-correspondence@faa.gov no later than 30 days after the date of the issuance of this exemption.

    b. The Aeromania training manual and FAA acceptance documentation must be made immediately available to any representative of the FAA Administrator, upon request.

3. The single-pilot operations described in this exemption may only be conducted under part 91. No part 135 operations are authorized under this exemption.

4. Each pilot conducting single-pilot operations under the terms of this exemption must—

a. Successfully complete Aeromania's CE-500 single-pilot training program 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 Aeromania's CE-500 single-pilot training program;

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), SIC, or a combination of 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 completing100 hours of single-pilot flight experience in a CE-500 series airplane;

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 CE-500 single-pilot initial authorization and authorization renewal training program must include—

   a. Ground instruction appropriate to the CE-500 series airplane given by an instructor employed Aeromania (designated in accordance with Aeromania's approved procedures) that covers at least the following aeronautical knowledge areas:

      i. Weight and balance computations;

      ii. Use of performance charts;

      iii. Significance and effects of exceeding airplane performance limitations;

      iv. Principles and functions of airplane systems;

      v. Maneuvers, procedures, and emergency operations; and

      vi. Night and high-altitude operations.

      vii. Any additional training areas necessary to address safe operation of the airplane.

b. Flight instruction appropriate to the CE-500 series airplane given by an instructor employed by Aeromania (designated in accordance with Aeromania'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 landing;

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.

6. The instruction required in Condition/Limitation No. 5b 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 aircraft (Cessna Citation model 550, S550, 552, or 560):

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. Missed approach;

vii. Approach and landing with a simulated powerplant failure;

viii. Normal approach and landing;

ix. Landing from a circling approach; and

x. 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.

7. An applicant seeking to obtain or renew a single-pilot authorization under this exemption must—

a. Satisfactorily complete Aeromania's single-pilot training program;

b. Satisfactorily complete the program'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 30 days of completing the training; and

ii. For those applicants obtaining an initial authorization, the check must be under the supervision of an appropriately rated FAA inspector, Designated Pilot Examiner (DPE), or 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.;

iii. For those applicants renewing an authorization, the check must be under the supervision of an appropriately rated FAA inspector, DPE, TCE, or Pilot Proficiency Examiner (PPE) 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 (Cessna Citation model 550, S550, 552, or 560), 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 (except as provided in Condition/Limitation No. 9); 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.

8. Until the circling approach task has been satisfactorily demonstrated to an FAA inspector or FAA-designated examiner in an airplane or in a simulator that is qualified and approved for the circling approach task —

   a. The applicant's records will be annotated with the statement: "Demonstration of circling approach was not accomplished"; and

   b. A person who has received the single-pilot authorization must not perform circling approaches as the PIC when weather conditions are less than the weather minimums for visual flight rules.

9. The circling approach requirement must be accomplished in an airplane or in a simulator that is qualified for the circling approach task.

10. This exemption authorizes single-pilot operation in only the same Cessna Citation model (i.e., 500, 550, S550, 552, 560) in which the training described in these conditions/limitations was conducted. Single-pilot operation is prohibited in any other transport-category Cessna Citation model unless that pilot has completed Aeromania's single-pilot differences training course. If Aeromania does not hold documenting indicating acceptance of that differences training, the pilot is limited to single-pilot operations in the Cessna Citation model in which the initial or recurrent training was conducted.

11. All flight training conducted in accordance with this exemption conducted in a CE-500 series airplane must be given by a flight instructor employed by Aeromania who also meets the requirements of Condition/Limitation No. 4(a), (b), and (c) of this exemption.

12. An applicant seeking to obtain a single-pilot authorization must satisfactorily complete all ground and flight training required by Aeromania's FAA-approved single-pilot training program and must also receive training on the differences between the model of Cessna Citation represented by the simulator in which training and checking is received and the model of Cessna Citation for which single-pilot authorization is sought.

13. 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.

14. Successful completion of the proficiency check used in the single-pilot initial authorization and authorization renewal training program identified in Condition/ Limitation No. 7 satisfies the requirements of the PIC proficiency check required by § 61.58(a)(1) and (2).

15. Each CE-500 series airplane operated under this exemption must have the following equipment installed and operational:

    a. An autopilot with approach coupling capability;

    b. A flight director system;

    c. A boom microphone; and

    d. A transponder "ident" switch on the pilot's control wheel.

16. Each person must carry a copy of this exemption and a record from Aeromania documenting successful completion of its training and checking requirements aboard the airplane when operating under the terms of this exemption.

17. Upon request, Aeromania must provide any representative of the FAA Administrator 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.

18. Aeromania must maintain records and make them available, when requested, to any representative of the FAA Administrator. These records must include all information required by §§ 142.73 and—

    a. The dates of training enrollment and completion for each trainee who enrolls in Aeromania's CE-500 single-pilot training program;

    b. The name and number of additional training hours needed by those trainees who require more flight training than prescribed in the FAA-approved training program to pass the initial authorization or authorization renewal;

    c. The name of each trainee who failed to satisfactorily complete Aeromania's CE-500 single-pilot training program (or withdrew from the program) and the reasons for the failure or withdrawal; and

    d. The name, certificate number, and address of each person who is authorized to operate under this exemption.

19. No person may provide training nor may any person receive training while passengers are aboard any aircraft operating for the purpose of meeting the training or checking requirements of this exemption.

20. This exemption is valid only for aircraft configured for operation by a single-pilot seated in the left pilot seat. The privileges of this exemption are prohibited for any aircraft with the landing gear lever positioned anywhere to the right of the center of the aircraft.

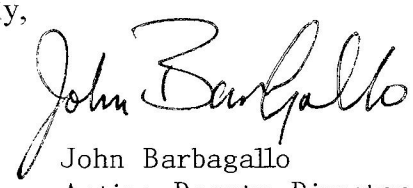
21. The training program authorized under this exemption may not be conducted under any business name other than Aeromania LLC.

22. This exemption is not valid for operations outside the United States.

The Effect of Our Decision

This exemption terminates on April 30, 2017, unless sooner superseded or rescinded.

Sincerely,



John Barbagallo
Acting Deputy Director, Flight Standards Service

Enclosures
Exemption Nos. 6480 and 10004