



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

March 25, 2021

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

Mr. Anthony Cirincione
President
Aeromania LLC
5641 Red Bluff
Cheyenne, WY 82009

Dear Mr. Cirincione:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 11421B. It transmits the FAA's decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends, and lists the revised conditions and limitations.

The Basis for the FAA's Decision

By letter dated January 4, 2021, you petitioned the FAA on behalf Aeromania LLC (Aeromania) for an extension of Exemption No. 11421B. That exemption from § 91.9 (a) and 91.531 (a) (1) and (2) of Title 14, Code of Federal Regulations (14 CFR) allows Aeromania to to the extent necessary to train, check, and approve pilots to operate certain Cessna Citation (CE-500) series aircraft without a pilot who is designated as second-in-command (SIC).

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 because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Aeromania.

To align with similar exemption grants and to properly reference certain criteria for compliance, the following amendments have been made to the Conditions and Limitations of this grant of exemption:

AFS-21-00168-E

- Condition and Limitation No. 2 has been revised to clarify that the grant of exemption does not by default approve the associated single-pilot training program.
- Condition and Limitation No. 4 has been revised to emphasize the prerequisite pilot experience and ratings requirements originally listed as (b) and (c), now listed as (a) and (b).
- The remaining conditions and limitations listed in Condition and Limitation No. 4, previously listed as (a) through (g), have been relisted as condition and limitation No. 5 (a) through (e).
- Condition and Limitation Nos. 5 through 17 have been renumbered as Condition and Limitation Nos. 5 through 18.
- Condition and Limitation No. 18 from Exemption No. 11421B has been removed and is no longer relevant.
- Condition and Limitation No. 25 has been revised to clarify the pilot's responsibilities when operating outside of the United States.

The FAA has determined that the justification for the issuance of Exemption No. 11421B 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 grant Aeromania LLC (Aeromania) an exemption from §§ 91.9 (a) and 91.531 (a) (1) and (2) of Title 14, Code of Federal Regulations (14 CFR) 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) subject to the following conditions and limitations.

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 effective for the conduct of the required training and checking only if Aeromania's single-pilot training program receives and maintains approval from the FAA's General Aviation and Commercial Division, AFS-800, 800 Independence Avenue, SW., Washington, D.C. 20591. This grant of exemption does not constitute FAA approval of the associated single-pilot training program. Training program approval can be obtained via e-mail (9-AFS-800-Correspondence@faa.gov). For questions concerning training program approval, contact the General Aviation and Commercial Division at 202-267-1100.
3. This exemption applies only to operations conducted under 14 CFR part 91.

4. Aeromania must verify before starting the single-pilot training program that the candidate has the following prerequisite minimum experience requirements:
 - a. 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 training under Aeromania's CE-500 single-pilot training program;
 - b. 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 PIC, SIC, or both, in turbine-powered airplanes.

5. 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. 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;
 - c. 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 a CE-500 series airplane;
 - d. Use a boom microphone; and
 - e. Use a fully functioning autopilot that is controllable about three axes and capable of approach coupling.

6. 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 by Aeromania (designated in accordance with Aeromania'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 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 full 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 full flight simulator);
 - xiii. Normal and abnormal procedures;
 - xiv. Emergency procedures; and
 - xv. Post-flight procedures.
7. The instruction required in Condition and Limitation No. 6(b) may be completed in an approved full flight simulator, qualified as –

- a. A Level A or B full 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. 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 full 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 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 full flight simulator, or a combination thereof; and
 - c. Satisfactorily complete this proficiency check –
 - i. Within 10 days of completing the training;
 - 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 full flight simulators or airplanes, as appropriate; and

- 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 full flight simulator or airplane, as appropriate.
 - d. Satisfactorily complete all tasks listed in the Airline Transport Pilot and Aircraft Type Rating Practical Test Standards, or applicable Airman Certification Standards (ACS), that are required for an initial CE-500 type rating, except as provided in Condition and Limitation No. 10; 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 full flight simulator that is qualified for the circling approach task.
10. Until the circling approach task has been satisfactorily demonstrated to an FAA inspector or FAA-designated examiner in an airplane or in a full flight 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. The applicant must not perform circling approaches as the PIC when weather conditions are less than the weather minimums for visual flight rules.
11. A person who previously has received a single-pilot authorization in a Textron Cessna Citation model 500, 550, S550, 552, or 560 airplane must complete Aeromania’s single-pilot differences training course to obtain a single-pilot authorization for a different Cessna Citation model.
12. 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 and Limitation No. 4(a), (b), and 5(a) of this exemption.
13. 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 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.

14. Aeromania must provide the FAA's General Aviation and Commercial Division with a copy of the most current training program used to satisfy the exemption training requirements including the specific location of the training facility and the simulators and/or airplanes used for such training. This must include listing the prerequisites for training specified for pilot certificates, ratings, and previous experience as described in this exemption.
15. 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.
16. Successful completion of the proficiency check used in the single-pilot initial authorization and authorization renewal training program identified in Condition and Limitation No. 8 satisfies the requirements of the PIC proficiency check required by § 61.58(a)(1) and (2).
17. 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.
18. Aeromania must provide a copy of this exemption to each person who is authorized to operate under this exemption. Each person who successfully completes the training and proficiency check identified in Condition and Limitation No. 8 must have their pilot logbook endorsed by the Aeromania instructor administering the training, using the following endorsement:

"I certify that (first name, MI, last name) has successfully completed the CE-500 single-pilot training program in a (identify specific model, for example: S550) identified in Exemption No. 11421, as amended."

Signature with CFI Name/number/expiration date
19. Each person must carry a copy of this exemption and a record from Aeromania documenting compliance with its training and checking requirements aboard the airplane when operating under the terms 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. 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.
22. 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(a), 142.73(c), 142.73(e) and include the following –
 - 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. 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
 - d. The name, certificate number, and address of each person who is authorized to operate under this exemption.
23. 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.
24. The approved training program authorized under this exemption may not be conducted under any business name other than Aeromania LLC.
25. This exemption is not valid for operations outside the United States, except when the operator receives authorization from the appropriate civil aviation authority of the sovereign state in which the operator intends to operate. Aeromania must explain this obligation to any pilot who completes its approved single-pilot authorization course. A copy of this exemption must be provided to the foreign civil aviation authority upon request.
26. The FAA reserves the right to rescind this exemption at any time if the Administrator determines that Aeromania has failed to comply with the conditions and limitations described within this grant of exemption.

If you request an extension to this exemption, please submit your request by using the Regulatory Docket No. FAA-2015-0302 (<http://www.regulations.gov>). In addition, you should submit your request no later than 120 days prior to the exemption's expiration date listed below.

If you require an amendment to this exemption, please submit your request no later than 120 days prior to the date you need the amendment using the process indicated above.

Any extension or amendment request must meet the requirements of § 11.81 of 14 CFR.

The Effect of the FAA's Decision

The FAA's decision extend Exemption No. 11421B to 11421C and extends the termination date to April 30, 2024 unless sooner superseded or rescinded.

Sincerely,
/s/

Robert C. Carty
Deputy Executive Director, Flight Standards Service