



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

January 17, 2023

Exemption No. 17710B
Regulatory Docket No. FAA-2017-1045

Mr. Abdallah M. Itani
President and CEO
Professional Flight Training Inc.
19 Airport Road
Scotia, NY 12302

Dear Mr. Itani:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 17710A. 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 October 3, 2022, you petitioned the FAA on behalf of Professional Flight Training Inc. (PFT) for an extension of Exemption No. 17710A. That exemption from §§ 91.9(a), 91.531(a)(1), and 91.531(a)(2) of Title 14, Code of Federal Regulations (14 CFR) allows PFT to train, check and certificate pilots of certain Cessna Citation airplanes covered by the CE-500 type rating to operate those airplanes with a single pilot, rather than with two as required by their type certificate data sheets.

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 PFT.

The FAA has determined that the justification for the issuance of Exemption No. 17710A 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 Professional Flight Training Inc. an exemption from 14 CFR

AFS-23-00440-E

§§ 91.9(a), 91.531(a)(1), and 91.531(a)(2) to the extent necessary to allow PFT to train, check and certificate pilots of certain Cessna Citation airplanes covered by the CE-500 type rating to operate those airplanes with a single pilot, rather than with two as required by their type certificate data sheets, 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 PFT 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 PFT's single-pilot training program receives and maintains approval from the FAA's General Aviation and Commercial Division, AFS-800. This training program can be submitted via e-mail at 9-AFS-800-Correspondence@faa.gov. For questions concerning training program approval contact the General Aviation and Commercial Division, AFS-800, at (202) 267-1100.
3. The single-pilot operations described in this exemption may only be conducted under Part 91.
4. PFT must verify before starting the single pilot training program that the candidate has the following prerequisite minimum experience requirements.
 - a. Holds an airline transport pilot (ATP) certificate with a CE-500 type rating or a commercial pilot certificate (CPL) with an airplane instrument rating and CE-500 type rating before accomplishing PFT's CE-500 single-pilot curriculum; and
 - b. Has 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 (SIC), or both, in turbine-powered airplanes.
5. Each pilot conducting single-pilot operations under the terms of this exemption must—
 - a. Successfully complete PFT'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 after 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 after completing 100 hours of single-pilot flight experience in CE-500 series airplanes;
 - d. Use a boom microphone; and

- e. Use a fully functioning autopilot that is controlled 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 PFT (designated in accordance with PFT 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 PFT (designated in accordance with PFT'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 non-precision 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 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 PFT'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;
 - c. Satisfactorily complete this proficiency check—
 - i. Within 10 days of completing the training program; and
 - ii. For those applicants obtaining an initial authorization, the check must be under the supervision of an appropriately rated FAA Aviation Safety Inspector, Designated Pilot Examiner (DPE), or Training Center Evaluator (TCE) who is qualified and authorized to conduct either 14 CFR § 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 14 CFR § 61.58 proficiency checks or type rating practical tests in CE-500 series full flight simulators or airplanes, 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 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. 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 basic visual flight rules.
 11. A person who previously has received a single-pilot authorization in a Cessna Citation model 500, 550, S550, 552, or 560 airplane must complete PFT'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 PFT who also meets the requirements of Condition and Limitation Nos. 4(a), 4(b), and 5(a) of this exemption.
 13. A person seeking to obtain a single-pilot authorization must satisfactorily complete all ground and flight training through PFT's FAA-approved single-pilot training program. When using a full flight simulator, a person seeking a single pilot authorization must also 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 sought.

14. PFT must provide the FAA General Aviation and Commercial Division, AFS-800, of the FAA with a copy of the most current course curriculum used to satisfy the exemption training requirements. 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 checks required by 14 CFR § 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 capability;
 - b. A flight director system;
 - c. A boom microphone; and
 - d. A transponder “ident” switch on the pilot’s control wheel.
18. PFT 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 PFT 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 curriculum on [DATE] as identified in Exemption No. xxxxx, as amended.

CFI Name/number/expiration date.
19. PFT may not transfer this exemption when or if ownership or lease of the airplane is relinquished.
20. Each person must carry a copy of this exemption and a record from PFT documenting successful completion of its training and checking requirements aboard the airplane when operating under the terms of the exemption.
21. Upon request, PFT must provide any representative of the FAA Administrator with an analysis of training and checking operations conducted under this exemption to include program failure rates, extra training time required, accident and incident data, and any known problem areas.

22. PFT must maintain records and make them available, when requested, to any representative of the FAA Administrator. These records must include all information required by 14 CFR § 142.73(a), 142.73(c)(1), 142.73(e), and—
 - a. The dates of training enrollment and completion for each trainee who enrolls in PFT 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 PFT'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.
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. 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.
25. The approved training program authorized by this exemption may not be conducted under any business name other than PFT.
26. 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 nation in which the operator intends to operate. PFT 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 sovereign nation upon request.
27. The FAA reserves the right to withdraw this exemption at any time if any representative of the FAA Administrator determines that PFT has failed to comply with the conditions and limitations described within this grant of exemption.

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. 17710A to 17710B and extends the termination date to January 31, 2025 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-2017-1045 (<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,

/s/

Caitlin E. Locke

Acting Deputy Executive Director, Flight Standards Service