

**MUST BE KEPT IN AIRCRAFT**



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

June 30, 2015

Exemption No. 9917C

Mr. Mark McDevitt  
President  
VUE, Inc.

[REDACTED]  
Columbus, OH 43213

Dear Mr. McDevitt:

This letter is to inform you that we have granted your petition to extend Exemption No. 9917, as amended. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

AFS-15-2558-E

### Conditions and Limitations

1. This exemption applies to pilots operating Cessna Citation model 500, 550, S550, 552, and 560 airplanes who have successfully completed VUE'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 VUE'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.
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 VUE'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 training under VUE'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 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 after 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 after 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 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 VUE (designated in accordance with VUE'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;
    - vi. Night and high-altitude operations; and
    - vii. Any additional training areas necessary to address safe operations of the airplane.
  - b. Flight instruction appropriate to the CE-500 series airplane given by an instructor employed by VUE (designated in accordance with VUE'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.
6. The instruction required in condition/limitation No. 5(b) 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. 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.



- 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 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 VUE's single-pilot differences training course to obtain a single-pilot authorization for a different Cessna Citation model.
  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 VUE who also meets the requirements of condition/limitation No. 4(a), (b), and (c) of this exemption.
  12. A person seeking to obtain a single-pilot authorization must satisfactorily complete all ground and flight training required by VUE's FAA-approved single-pilot training program and 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.
  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 checks 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 VUE documenting successful completion of its training and checking requirements aboard the airplane when operating under the terms of the exemption.
17. Upon request, VUE 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. VUE 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)(1), 142.73(e), and—
  - a. The dates of training enrollment and completion for each trainee who enrolls in VUE'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 VUE'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 approved training program authorized by this exemption may not be conducted under any business name other than VUE, Inc.

**The Effect of Our Decision**

Our decision extends the termination date of Exemption No. 9917, as amended, to June 30, 2017, unless sooner superseded or rescinded.

Sincerely,

John Barbagallo  
Deputy Director, Flight Standards Service



**VUE, INC.**

*Certifies that*

**ANDREW MICHAEL SKATVOLD**

*Has successfully completed the training  
Program requirement for*

**CE-500 SERIES SINGLE PILOT EXEMPTION# 9917**

*Conferred on this 12<sup>th</sup> day of May, 2017* Valid for 12 months after posted date

STUDENT SIGNATURE

**N270CW**

TAIL NUMBER

**CE-550**

AIRCRAFT MODEL



VUE, INC.  
Training Worldwide

STUDENT CERTIFICATE NUMBER

INSTRUCTOR SIGNATURE & NUMBER

Validation Code: 0001553

Certificate not valid unless signed by  
instructor and student and has the raised  
embossed seal.

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**VUE, INC.**

*Certifies that*

**ANDREW MICHAEL SKATVOLD**

*Has successfully completed the training  
Program requirement for*

**CE-500 SERIES SPE # 9917 RECURRENT**

*Conferred on this 28<sup>th</sup> day of June, 2018* Valid for 12 months after posted date

STUDENT SIGNATURE

**N941JM**

TAIL NUMBER

**CE-550**

AIRCRAFT MODEL



VUE, INC.  
Training Worldwide

STUDENT CERTIFICATE NUMBER

INSTRUCTOR SIGNATURE & NUMBER

Validation Code: 0001684

Certificate not valid unless signed by  
instructor and student and has the raised  
embossed seal.

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