



U.S. Department  
of Transportation

**Federal Aviation  
Administration**

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

December 15, 2017

Exemption No. 9917E  
Regulatory Docket No. FAA-2009-0373

Mr. Mark McDevitt  
President  
VUE, Inc.

████████████████████  
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, including the date it ends.

### **The Basis for Our Decision**

By letter dated March 8, 2017, you petitioned the Federal Aviation Administration (FAA) on behalf of VUE, Inc. (VUE) for an extension to Exemption No. 9917, as amended. That exemption from §§ 91.9(a) and 91.531(a)(1) and (2) of Title 14, Code of Federal Regulations allows VUE to train and check 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.

### **Our 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 VUE. The FAA has recently determined that your exemption 9917D dated April 19, 2017 had an inaccuracy specific to the conduct of the pilot proficiency check. Additionally, on October 30,

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2017, you petitioned the FAA to amend your exemption allowing single pilot operations in the United States, and to allow the relief provided by this exemption to include flights to Mexico, the Bahamas and Canada. The FAA cannot provide regulatory relief allowing single pilot operations outside the United States. However, the FAA will not prohibit VEU from obtaining prior permission from the appropriate civil aviation authority for a country in which VEU plans single pilot operations. To align with other similar exemption grants, the following amendment has been made to the Conditions and Limitations of this grant of exemption:

- Condition and Limitation No. 7(c)(ii) was edited and (iii) was added since Pilot Proficiency Examiner's cannot conduct initial single pilot checks.
- Condition and Limitation No. 7(d) was amended to include the airman certification standards (ACS).
- Condition and Limitation No 25 was amended to describe that the exemption is not valid outside the United States without the approval of the appropriate civil aviation authority.

The FAA has determined that the justification for the issuance of Exemption No. 9917, as amended, 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 VUE Inc. (VUE) an exemption from §§ 91.9(a) and 91.531(a)(1) and (2) of Title 14, Code of Federal Regulations to the extent necessary to allow VUE to train and check 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, 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 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. This 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, AFS-800 at (202) 267-1100.
3. The single-pilot operations described in this exemption may only be conducted under part 91.
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), second-in-command (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. 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 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 and Limitation No. 5(b) may be completed in an approved flight simulator, qualified as—
- a. A Level A through D 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 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 VUE’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 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 § 61.58 proficiency checks or type rating practical tests in CE-500 series 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 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. 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. The circling approach requirement must be accomplished in an airplane or in a simulator that is qualified for the circling approach task.
9. 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. 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 and 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. VUE must provide AFS-800 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.
14. 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.
15. Successful completion of the proficiency check used in the single-pilot initial authorization and authorization renewal training program identified in Condition and Limitation No. 7 satisfies the requirements of the PIC proficiency checks required by § 61.58(a)(1) and (2).
16. 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.
17. VUE 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. 7 must have their pilot logbook endorsed by the VUE instructor administering the training, using the following endorsement:

—I certify that (first name, MI, last name) has successfully completed the CE-500 single-pilot curriculum identified in Exemption No. xxxxx, as amended.

CFI Name/number/expiration date.

18. VUE may not transfer this exemption when or if ownership or lease of the airplane is relinquished.
19. 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.
20. Upon request, VUE 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.
21. 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.
22. 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.
23. 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.
24. The approved training program authorized by this exemption may not be conducted under any business name other than VUE.
25. This exemption is not valid for operations outside the United States without the approval of the appropriate Civil Aviation Authority.
26. The FAA reserves the right to withdraw this exemption at any time if the Administrator determines that VUE has failed to comply with the conditions and limitations described within this grant of exemption.

**The Effect of Our Decision**

Our decision extends the termination date of Exemption No. 9917, as amended, to 12/31/2019 12:00:00 AM unless sooner superseded or rescinded.

Sincerely,

/s/

John S. Duncan

Executive Director, Flight Standards Service