

February 7, 2024

Docket Operations M-30
US Department of Transportation
1200 New Jersey Ave, SE
West Building Ground Floor Room W12-140
Washington, DC 20590

Subject: Doc. No. FAA-2002-12728; Exemption 7897L from 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535

Federal Register Summary:

- Affected Rules: 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535
- Brief Description: To permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, to allow helicopter operations not to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 7897L for a period of 24 months. Originally, Exemption 1637 was granted on September 12, 1972, and was last amended by Exemption 7897L on March 8, 2022. Under Exemption No. 7897L the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

Except for the FAA's inclusion of ownership and operating models considered under 91.501(a) and 91.503 thru 91.535 under Part 91, Subpart F, which describes additional rules for large aircraft, there is nothing unique to a large aircraft that should exclude small aircraft from also utilizing the same provisions. Over the last several decades we have witnessed NBAA's members acquire and utilize small aircraft for similar company benefit as large aircraft.

We believe that this exemption is in the public interest due to the inclusion of participating aircraft in FAA approved maintenance programs, thereby adding enhanced levels of oversight for small aircraft. Additionally, the enhanced reporting required by this exemption ensures FAA awareness of companies utilizing this exemption for additional oversight, if needed.

This exemption extension will not adversely affect safety because the provisions of the exemption facilitate a more substantial aircraft maintenance program, like those found for large aircraft, which have been shown to have a positive safety benefit. These approved maintenance programs require greater diligence by the operator and additional coordination with the FAA.

The original justification for this exemption has been confirmed by years of experience. NBAA is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

Additionally, NBAA requests that the FAA allow the use of this exemption by NBAA members conducting

international operations. Many small aircraft must travel to international locations in support of company travel needs and this exemption must ensure continued validity when outside of the United States.

NBAA has reviewed all of the ICAO Standards and Recommended Practices Annexes and has not identified any elements of the exemption request that would conflict with international standards. A specific review below details each ICAO Annex.

Annex 1

This section deals with personal licensing and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 2

This section deals with the Rules of the Air and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 3

This section deals with Meteorological Service for International Air Navigation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 4

This section deals with Aeronautical Charts and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 5

This section deals with Units of Measurements to be Used in Air and Ground Operations and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 6

This section of the ICAO Standards and Recommended Practices deals with Operation of Aircraft and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 7

This section deals with Aircraft Nationality and Registration Marks and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 8

This section deals with Airworthiness of Aircraft and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 9

This section deals with Facilitation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 10

This section deals with Aeronautical Telecommunications and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 11

This section deals with Air Traffic Control and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 12

This Section deals with Search and Rescue and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 13

This Section deals with Aircraft Accident and Incident Investigation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 14

This Section deals with Aerodromes and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 15

This Section deals with Aeronautical Information Services and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 16

This Section deals with Environmental Protection and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 17

This Section deals with Safeguarding International Civil Aviation Against Acts of Unlawful Interference and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 18

This Section deals with The Safe Transport of Dangerous Goods by Air and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 19

This section deals with application and development of Safety Management Systems and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

In 2006, the opening sentence of 14 CFR 375.37, a very similar regulation to §91.501(b), was amended. The Department of Transportation promulgated that it had “determined that there are no ICAO Standards and Recommended Practices that correspond to these amendments” (Exec. Order No. 12866, 59 Fed. Reg. 71 (Mar. 28, 2006)). The DOT has determined that there are no international conflicts with companies reimbursing for operations listed §375.37, which would mean that there are also no international conflicts with §91.501(b). Under this exemption NBAA and its members would be eligible to operate outside of the United States airspace with no international conflicts.

Finally, the FAA Part 135/125 Aviation Rulemaking Committee (ARC) reached consensus on a recommendation document that would incorporate this exemption into the Federal Aviation Regulations. NBAA actively supported this recommendation and encourages the FAA to adopt the ARC’s recommendation in an upcoming rulemaking initiative, thereby eliminating the need for this exemption in the future. Until the ARC recommendation is codified, however, this exemption remains an important component of the increased safety of small airplane and helicopter operations.

NBAA continues to support the enhanced processes currently in place that allow the FAA and NBAA to identify each operator that takes advantage of this exemption.

Please contact me if there is any additional information we can provide to support the processing of this exemption request.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Douglas Carr". The signature is fluid and cursive, with the first name "Douglas" being more prominent than the last name "Carr".

Douglas Carr
Senior Vice President
Safety, Security, Sustainability & International Affairs



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**

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WASHINGTON, DC 20036-2527
TEL: (202) 783-9000 • FAX: (202) 331-8364
E-MAIL: info@nbaa.org • WEB: www.nbaa.org

178674

June 14, 2002

Mr. Jim Ballough
Director, Flight Standards Service – AFS-1
Federal Aviation Administration
Attn: Rules Docket, AGC-200
Regulation Division
800 Independence Avenue, SW.
Washington, DC 20591

FAA-02-12728-1

DEPT. OF TRANSPORTATION
02 JUL - 8 PM 4: 07

Dear Mr. Ballough:

The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 1637, as amended by Exemption 1637U, for a period of 24 months or until such time as the Federal Aviation Administration (FAA) industry regulatory action to amend 14 CFR Part 91, subpart F is completed. Exemption 1637 was granted on September 12, 1972 and was last amended by Exemption 1637U on September 30, 2000. Under Exemption No. 1637 the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The original justification for this exemption has been confirmed by 30 years of experience. Petitioner is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

Please contact me if I can assist you in the timely processing of this request.

Respectfully submitted,

Elias Cotti
Director, Technical Operations

Enclosure
Grant of Exemption

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

In the matter of the petition of

NATIONAL BUSINESS AVIATION
ASSOCIATION, INC.

for an exemption from
§§ 91.409(e) and 91.501 of Title 14,
Code of Federal Regulations

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Regulatory Docket
No. FAA-2002-12728

GRANT OF EXEMPTION

By letter dated June 14, 2002, Mr. Elias Cotti, Director, Technical Operations, National Business Aviation Association, Inc. (NBAA), petitioned the Federal Aviation Administration (FAA) on behalf of NBAA for an extension of Exemption No. 1673, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

The petitioner requests relief from the following regulations:

Section 91.409(e) prescribes that no person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

Section 91.501(a) prescribes, in pertinent part, that the operating rules in this subpart do not apply to those airplanes when they are required to be operated under 14 CFR parts 121, 125, 129, 135, and 137 of this chapter. (Section 91.409 prescribes an inspection program for large and for turbine-powered (turbojet and turboprop) multiengine airplanes of U.S. registry when they are operated under this part or 14 CFR part 129 or 137.)

The petitioner supports its request with the following information:

The petitioner states that Exemption No. 1637 was granted on September 27, 1972, and was last amended on October 30, 2000, by Exemption No. 1637U. The petitioner indicates that the original justification for the exemption has remained the same for the past 30 years. The petitioner states that it is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under the exemption. Finally, the petitioner maintains that the exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting the use of continuous inspection procedures.

The FAA has determined that good cause exists for waiving the requirement for Federal Register publication because the exemption, if granted, would not set a precedent, and any delay in acting on this petition would be detrimental to NBAA members.

The FAA's analysis/summary is as follows:

The FAA has reviewed the petitioner's request for extended relief from §§ 91.409(e) and 91.501(a) and finds that a grant of exemption would be in the public interest. In Grant of Exemption No. 1637, the FAA determined that allowing NBAA members who operate small civil aircraft to operate under part 91 provisions specified for large and turbine-powered multiengine aircraft, and to select an inspection program for large and turbine-powered multiengine aircraft would provide a level of safety equivalent to or higher than that provided by the regulations.

The FAA finds the original justification for issuing Exemption No. 1637 remains valid. The FAA notes, however, that Exemption No. 1637 has been amended 21 times since its issuance in 1972. To avoid confusion of the various amendments, the FAA finds it appropriate to grant NBAA relief under a new exemption number.

Further, we have assigned a new docket number to this project (Docket No. FAA-2002-12728; previously Docket No. 12227). In an effort to allow the public to participate in tracking our rulemaking activities, we have transitioned to the Department of Transportation's online Docket Management System (DMS) at <http://dms.dot.gov>. This new docket system enables interested persons to view requests on, submit requests to, and download requests from the DMS to comply with 14 CFR § 11.63. Please submit future requests through the DMS.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, National Business Aviation Association, Inc., is granted an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to the extent necessary to allow NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the following conditions and limitations:

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.

5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of 14 CFR part 135.

This exemption terminates on September 30, 2004, unless sooner superseded or rescinded.

Issued in Washington, DC, on September 30, 2002.

/S/ Louis C. Cusimano
Acting Director, Flight Standards
Service

AFS-02-500-E (Docket No. FAA-2002-12728) Exemption No. 7897, 09/30/2002

MR ELIAS COTTI
DIRECTOR
TECHNICAL OPERATIONS
NATIONAL BUSINESS AVIATION ASSOCIATION INC
1200 EIGHTEENTH STREET NW
SUITE 400
WASHINGTON DC 20036-2527



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

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

MAY 03 2004

Exemption No. 7897A
Regulatory Docket No. FAA-2002-12728

Mr. Elias Cotti
Director, Technical Operations
National Business Aviation Association, Inc.
1200 Eighteenth Street NW., Suite 400
Washington, DC 20036-2527

Dear Mr. Cotti:

This is in response to your April 14, 2004, letter petitioning the Federal Aviation Administration (FAA) on behalf of National Business Aviation Association, Inc. (NBAA) for an extension of Exemption No. 7897. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to certain conditions and limitations.

In your petition, you indicate that the conditions and reasons regarding public interest and safety, presented in the original petition upon which the exemption was granted, remain unchanged.

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 NBAA.

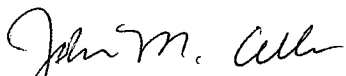
The FAA has determined that the justification for the issuance of Exemption No. 7897 remains valid with respect to this exemption.

AFS-04-377-E

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, Exemption No. 7987 is hereby amended by extending its September 30, 2004, termination date to September 30, 2006, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 7897 remain the same. This letter shall be attached to, and is a part of, Exemption No. 7897.

Sincerely,

A handwritten signature in cursive script, appearing to read "John M. Allen".

John M. Allen
Acting Director, Flight Standards Service

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

In the matter of the petition of

NATIONAL BUSINESS AVIATION
ASSOCIATION, INC.

for an exemption from
§§ 91.409(e) and 91.501 of Title 14,
Code of Federal Regulations

Regulatory Docket
No. FAA-2002-12728

GRANT OF EXEMPTION

By letter dated June 14, 2002, Mr. Elias Cotti, Director, Technical Operations, National Business Aviation Association, Inc. (NBAA), petitioned the Federal Aviation Administration (FAA) on behalf of NBAA for an extension of Exemption No. 1673, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

The petitioner requests relief from the following regulations:

Section 91.409(e) prescribes that no person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

Section 91.501(a) prescribes, in pertinent part, that the operating rules in this subpart do not apply to those airplanes when they are required to be operated under 14 CFR parts 121, 125, 129, 135, and 137 of this chapter. (Section 91.409 prescribes an inspection program for large and for turbine-powered (turbojet and turboprop) multiengine airplanes of U.S. registry when they are operated under this part or 14 CFR part 129 or 137.)

The petitioner supports its request with the following information:

The petitioner states that Exemption No. 1637 was granted on September 27, 1972, and was last amended on October 30, 2000, by Exemption No. 1637U. The petitioner indicates that the original justification for the exemption has remained the same for the past 30 years. The petitioner states that it is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under the exemption. Finally, the petitioner maintains that the exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting the use of continuous inspection procedures.

The FAA has determined that good cause exists for waiving the requirement for Federal Register publication because the exemption, if granted, would not set a precedent, and any delay in acting on this petition would be detrimental to NBAA members.

The FAA's analysis/summary is as follows:

The FAA has reviewed the petitioner's request for extended relief from §§ 91.409(e) and 91.501(a) and finds that a grant of exemption would be in the public interest. In Grant of Exemption No. 1637, the FAA determined that allowing NBAA members who operate small civil aircraft to operate under part 91 provisions specified for large and turbine-powered multiengine aircraft, and to select an inspection program for large and turbine-powered multiengine aircraft would provide a level of safety equivalent to or higher than that provided by the regulations.

The FAA finds the original justification for issuing Exemption No. 1637 remains valid. The FAA notes, however, that Exemption No. 1637 has been amended 21 times since its issuance in 1972. To avoid confusion of the various amendments, the FAA finds it appropriate to grant NBAA relief under a new exemption number.

Further, we have assigned a new docket number to this project (Docket No. FAA-2002-12728; previously Docket No. 12227). In an effort to allow the public to participate in tracking our rulemaking activities, we have transitioned to the Department of Transportation's online Docket Management System (DMS) at <http://dms.dot.gov>. This new docket system enables interested persons to view requests on, submit requests to, and download requests from the DMS to comply with 14 CFR § 11.63. Please submit future requests through the DMS.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, National Business Aviation Association, Inc., is granted an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to the extent necessary to allow NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the following conditions and limitations:

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.

5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of 14 CFR part 135.

This exemption terminates on September 30, 2004, unless sooner superseded or rescinded.

Issued in Washington, DC, on September 30, 2002.

/S/ Louis C. Cusimano
Acting Director, Flight Standards
Service

AFS-02-500-E (Docket No. FAA-2002-12728) Exemption No. 7897, 09/30/2002

MR ELIAS COTTI
DIRECTOR
TECHNICAL OPERATIONS
NATIONAL BUSINESS AVIATION ASSOCIATION INC
1200 EIGHTEENTH STREET NW
SUITE 400
WASHINGTON DC 20036-2527



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

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

AUG 10 2006

Exemption No. 7897B
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
National Business Aviation Association, Inc.
1200 18th Street NW., Suite 400
Washington, DC 20036

Dear Mr. Carr:

This letter is to inform you that we have granted your petition to extend Exemption No. 7897, as amended. It explains the basis for our decision and describes its effect.

The Basis for Our Decision

On June 16, 2006, you petitioned the Federal Aviation Administration (FAA) on behalf of National Business Aviation Association, Inc., (NBAA) for an extension of Exemption No. 7897, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations allows NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to certain conditions and limitations.

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 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 NBAA.

AFS-06-494-E

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 7897, 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. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to September 30, 2008, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 7897, as amended, remain the same. This letter must be attached to, and is a part of, Exemption No. 7897.

Sincerely,

A handwritten signature in cursive script, appearing to read "John M. Allen".

John M. Allen
Acting Director, Flight Standards
Service



**NATIONAL
BUSINESS AVIATION
ASSOCIATION, INC.**

1200 EIGHTEENTH STREET NW, SUITE 400
WASHINGTON, DC 20036-2527
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June 16, 2006

U.S. Department of Transportation
Docket Management System
400 7th St., SW Room PL-400
Washington, DC 20591-0001

Subject: Exemption 7897 from 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535

Doc. No. FAA-2002-12728

The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 7897, as amended by Exemption 7897A, for a period of 24 months. Originally, Exemption 1637 was granted on September 12, 1972 and was last amended by Exemption 7897 on September 30, 2004. Under Exemption No. 7897 the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The original justification for this exemption has been confirmed by 34 years of experience. Petitioner is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

The FAA Part 135/125 Aviation Rulemaking Committee (ARC) reached consensus on a recommendation document that would incorporate this exemption into the Federal Aviation Regulations. NBAA actively supported this recommendation and encourages the FAA to adopt the ARC's recommendation in an upcoming rulemaking initiative, thereby eliminating the need for this exemption in the future. Until the ARC recommendation is codified, however, this exemption remains an important component of the increased safety of small airplane and helicopter operations.

Please contact me if I can assist you in the timely processing of this request.

Respectfully submitted,

Elias Cotti
Director, Technical Operations

Enclosure
Grant of Exemption



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

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

MAY 03 2004

Exemption No. 7897A
Regulatory Docket No. FAA-2002-12728

Mr. Elias Cotti
Director, Technical Operations
National Business Aviation Association, Inc.
1200 Eighteenth Street NW., Suite 400
Washington, DC 20036-2527

Dear Mr. Cotti:

This is in response to your April 14, 2004, letter petitioning the Federal Aviation Administration (FAA) on behalf of National Business Aviation Association, Inc. (NBAA) for an extension of Exemption No. 7897. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to certain conditions and limitations.

In your petition, you indicate that the conditions and reasons regarding public interest and safety, presented in the original petition upon which the exemption was granted, remain unchanged.

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 NBAA.

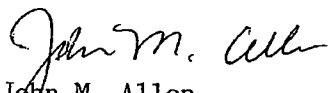
The FAA has determined that the justification for the issuance of Exemption No. 7897 remains valid with respect to this exemption.

AFS-04-377-E

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, Exemption No. 7987 is hereby amended by extending its September 30, 2004, termination date to September 30, 2006, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 7897 remain the same. This letter shall be attached to, and is a part of, Exemption No. 7897.

Sincerely,

A handwritten signature in cursive script, appearing to read "John M. Allen".

John M. Allen
Acting Director, Flight Standards Service

Exemption No. 7897

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, DC 20591

In the matter of the petition of

NATIONAL BUSINESS AVIATION
ASSOCIATION, INC.

for an exemption from
§§ 91.409(e) and 91.501 of Title 14,
Code of Federal Regulations

Regulatory Docket
No. FAA-2002-12728

GRANT OF EXEMPTION

By letter dated June 14, 2002, Mr. Elias Cotti, Director, Technical Operations, National Business Aviation Association, Inc. (NBAA), petitioned the Federal Aviation Administration (FAA) on behalf of NBAA for an extension of Exemption No. 1673, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

The petitioner requests relief from the following regulations:

Section 91.409(e) prescribes that no person may operate a large airplane, turbojet multiengine airplane, turbopropeller-powered multiengine airplane, or turbine-powered rotorcraft unless the replacement times for life-limited parts specified in the aircraft specifications, type data sheets, or other documents approved by the Administrator are complied with and the airplane or turbine-powered rotorcraft, including the airframe, engines, propellers, rotors, appliances, survival equipment, and emergency equipment, is inspected in accordance with an inspection program selected under the provisions of paragraph (f) of this section, except that, the owner or operator of a turbine-powered rotorcraft may elect to use the inspection provisions of § 91.409(a), (b), (c), or (d) in lieu of an inspection option of § 91.409(f).

AFS-02-500-E

Section 91.501(a) prescribes, in pertinent part, that the operating rules in this subpart do not apply to those airplanes when they are required to be operated under 14 CFR parts 121, 125, 129, 135, and 137 of this chapter. (Section 91.409 prescribes an inspection program for large and for turbine-powered (turbojet and turboprop) multiengine airplanes of U.S. registry when they are operated under this part or 14 CFR part 129 or 137.)

The petitioner supports its request with the following information:

The petitioner states that Exemption No. 1637 was granted on September 27, 1972, and was last amended on October 30, 2000, by Exemption No. 1637U. The petitioner indicates that the original justification for the exemption has remained the same for the past 30 years. The petitioner states that it is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under the exemption. Finally, the petitioner maintains that the exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting the use of continuous inspection procedures.

The FAA has determined that good cause exists for waiving the requirement for Federal Register publication because the exemption, if granted, would not set a precedent, and any delay in acting on this petition would be detrimental to NBAA members.

The FAA's analysis/summary is as follows:

The FAA has reviewed the petitioner's request for extended relief from §§ 91.409(e) and 91.501(a) and finds that a grant of exemption would be in the public interest. In Grant of Exemption No. 1637, the FAA determined that allowing NBAA members who operate small civil aircraft to operate under part 91 provisions specified for large and turbine-powered multiengine aircraft, and to select an inspection program for large and turbine-powered multiengine aircraft would provide a level of safety equivalent to or higher than that provided by the regulations.

The FAA finds the original justification for issuing Exemption No. 1637 remains valid. The FAA notes, however, that Exemption No. 1637 has been amended 21 times since its issuance in 1972. To avoid confusion of the various amendments, the FAA finds it appropriate to grant NBAA relief under a new exemption number.

Further, we have assigned a new docket number to this project (Docket No. FAA-2002-12728; previously Docket No. 12227). In an effort to allow the public to participate in tracking our rulemaking activities, we have transitioned to the Department of Transportation's online Docket Management System (DMS) at <http://dms.dot.gov>. This new docket system enables interested persons to view requests on, submit requests to, and download requests from the DMS to comply with 14 CFR § 11.63. Please submit future requests through the DMS.

In consideration of the foregoing, I find that a grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 40113 and 44701, delegated to me by the Administrator, National Business Aviation Association, Inc., is granted an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to the extent necessary to allow NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the following conditions and limitations:

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.

5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of 14 CFR part 135.

This exemption terminates on September 30, 2004, unless sooner superseded or rescinded.

Issued in Washington, DC, on September 30, 2002.

/S/ Louis C. Cusimano
Acting Director, Flight Standards
Service



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

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

September 2, 2008

Exemption No. 7897C
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President, Safety, Security and Regulation
National Business Aviation Association, Inc.
1200 Eighteenth Street NW., Suite 400
Washington, DC 20036-2527

Dear Mr. Carr:

This letter is to inform you that we have granted your petition to extend Exemption No. 7897, as amended. It explains the basis for our decision and describes its effect.

The Basis for Our Decision

By letter dated July 14, 2008, you petitioned the Federal Aviation Administration (FAA) on behalf of National Business Aviation Association, Inc. (NBAA), for an extension of Exemption No. 7897, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to certain conditions and limitations.

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 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 NBAA.

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 7897, 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. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to September 30, 2010, unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 7897, as amended, remain the same. This letter must be attached to, and is a part of, Exemption No. 7897.

Sincerely,



John M. Allen

Acting Director, Flight Standards Service

May 25, 2010

Docket Operations
M-30
US Department of Transportation
1200 New Jersey Ave, SE
West Building Ground Floor
Room W12-140
Washington, DC 20590

Subject: Doc. No. FAA-2002-12728; Exemption 7897B from 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535

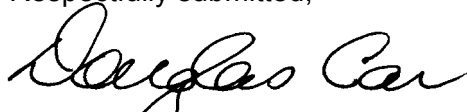
The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 7897B for a period of 24 months. Originally, Exemption 1637 was granted on September 12, 1972 and was last amended by Exemption 7897B on September 2, 2008. Under Exemption No. 7897B the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The original justification for this exemption has been confirmed by 36 years of experience. Petitioner is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

The FAA Part 135/125 Aviation Rulemaking Committee (ARC) reached consensus on a recommendation document that would incorporate this exemption into the Federal Aviation Regulations. NBAA actively supported this recommendation and encourages the FAA to adopt the ARC's recommendation in an upcoming rulemaking initiative, thereby eliminating the need for this exemption in the future. Until the ARC recommendation is codified, however, this exemption remains an important component of the increased safety of small airplane and helicopter operations.

Please contact me if there is any additional information we can provide to support the processing of this exemption request.

Respectfully submitted,



Douglas Carr
Vice President
Safety, Security & Regulation



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

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

Aug 05 2010

Exemption No. 7897D
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President, Safety, Security and Regulation
National Business Aviation Association, Inc.
1200 Eighteenth Street NW., Suite 400
Washington, DC 20036-2527

Dear Mr. Carr:

This letter is to inform you that we have granted your petition to extend Exemption No. 7897, as amended. It explains the basis for our decision and describes its effect.

The Basis for Our Decision

By letter posted to the docket June 2, 2010, you petitioned the Federal Aviation Administration (FAA) on behalf of National Business Aviation Association, Inc. (NBAA), for an extension of Exemption No. 7897, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations permits NBAA members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to certain conditions and limitations.

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 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 NBAA.

AFS-10-296-E

Our Decision

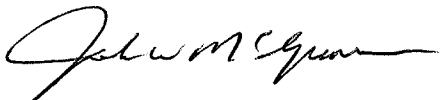
The FAA has determined that the justification for the issuance of Exemption No. 7897, as amended, remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to September 30, 2012 unless sooner superseded or rescinded.

All conditions and limitations of Exemption No. 7897, as amended, remain the same. This letter must be attached to, and is a part of, Exemption No. 7897.

Sincerely,

A handwritten signature in cursive script, appearing to read "John W. McGraw".

John W. McGraw
Acting Director, Flight Standards
Service

August 29, 2012

Docket Operations
M-30
US Department of Transportation
1200 New Jersey Ave, SE
West Building Ground Floor Room W12-140
Washington, DC 20590

Subject: Doc. No. FAA-2002-12728; Exemption 7897D from 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535

The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 7897D for a period of 24 months. Originally, Exemption 1637 was granted on September 12, 1972 and was last amended by Exemption 7897B on September 2, 2008. Under Exemption No. 7897B the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The original justification for this exemption has been confirmed by 38 years of experience. Petitioner is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

The FAA Part 135/125 Aviation Rulemaking Committee (ARC) reached consensus on a recommendation document that would incorporate this exemption into the Federal Aviation Regulations. NBAA actively supported this recommendation and encourages the FAA to adopt the ARC's recommendation in an upcoming rulemaking initiative, thereby eliminating the need for this exemption in the future. Until the ARC recommendation is codified, however, this exemption remains an important component of the increased safety of small airplane and helicopter operations.

Please contact me if there is any additional information we can provide to support the processing of this exemption request.

Respectfully submitted,



Douglas Carr
Vice President
Safety, Security & Regulation



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

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

March 22, 2013

Exemption No. 7897F
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President
National Business Aviation Association, Inc.
1200 18th Street, NW, Suite 400
Washington, DC 20036

Dear Mr. Carr:

This letter is to inform you that we have extended Exemption No. 7897, as amended. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

The Basis for Our Decision

On September 27, 2012, the Federal Aviation Administration (FAA) issued Exemption No. 7897, as amended to National Business Aviation Association, Inc. (NBAA). That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) allows NBAA to operate small civil airplanes and helicopters of United States registry under the operation rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 7897, 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. 40113 and 44701, which the FAA Administrator has delegated to me, I grant your petition, subject to the following conditions and limitations.

AFS-13-244-E

Conditions and Limitations

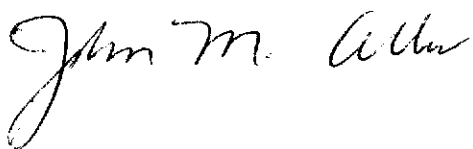
1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.

5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of part 135.
6. This exemption is not valid for operations outside of the United States.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to March 31, 2015, unless sooner superseded or rescinded.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Allen". The signature is written in a cursive, flowing style.

John M. Allen
Director, Flight Standards Service



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

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

March 20, 2015

Exemption No. 7897G
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President
National Business Aviation Association, Inc.
1200 G Street NW, Suite 1100
Washington, DC 20005

Dear Mr. Carr:

This letter is to inform you that we have extended Exemption No. 7897, as amended, for 12 months. It explains the basis for our decision, describes its effect, and lists the conditions and limitations.

The Basis for Our Decision

By letter dated March 10, 2015, you petitioned the Federal Aviation Administration (FAA) on behalf of the National Business Aviation Association, Inc. (NBAA) for an extension of Exemption No. 7897. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) allows NBAA to operate small civil airplanes and helicopters of United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

You also requested the FAA remove condition number 6 so the exemption would be valid for operations outside of the United States. In accordance with § 11.83, the FAA must verify that the exemption would be in compliance with the Standards of the International Civil Aviation Organization (ICAO).

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested amendment of the exemption would not set a precedent.

AFS-15-806-E

Our Decision

The FAA has determined that the justification for the issuance of Exemption No. 7897, as amended, remains valid with respect to this exemption and is in the public interest. To ensure continuity of operations while your request to remove condition number 6 is reviewed, the FAA is extending Exemption 7897, as amended, with no change, for 12 months. During this time period, the FAA will make a decision on the amendment request. There is no need for NBAA to petition for extension during this time period.

Therefore, under the authority provided by 49 U.S.C. 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, the National Business Aviation Association, Inc. (NBAA), is granted an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to allow NBAA to operate small civil airplanes and helicopters of the United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the following conditions and limitations.

Conditions and Limitations

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.

5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of part 135.
6. This exemption is not valid for operations outside of the United States.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to March 31, 2016, unless sooner superseded or rescinded.

Sincerely,



John S. Duncan
Director, Flight Standards Service



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

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

March 27, 2017

Exemption No. 7897I
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President
National Business Aviation Association, Inc.
1200 G Street NW, Suite 1100
Washington, DC 20005

Dear Mr. Carr:

This letter is to inform you that we have granted your petition to extend and amend Exemption No. 7897, as amended. 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 letter dated March 9, 2017, you petitioned the Federal Aviation Administration (FAA) on behalf of the National Business Aviation Association (NBAA) for an extension of Exemption No. 7897, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) allows NBAA to operate small civil airplanes and helicopters of United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

You requested the FAA remove Condition and Limitation No. 6 so the exemption would be valid for operations outside of the United States. In your letter, you stated that this exemption existed for many years before Condition and Limitation No. 6 was included. Additionally, you further stated that you were not aware of any instances of issues caused by operations conducted under § 91.501(b)(5).

AFS-17-113947-E

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 amendment of the exemption would not set a precedent and any delay in acting on this petition would be detrimental to NBAA.

The FAA has determined that the removal of Condition and Limitation No. 6 is warranted. While the FAA does not prohibit NBAA from exercising the privileges of this exemption outside of the United States or its territories, the regulatory relief provided does not absolve operators of their obligation under 14 CFR part 91, subpart H, including § 91.703, which states:

1. When over the high seas, comply with Annex 2 (Rules of the Air) to the Convention on International Civil Aviation and with §§ 91.117(c), 91.127, 91.129, and 91.131;
2. When within a foreign country, comply with the regulations relating to the flight and maneuver of aircraft there in force.

The FAA has determined that the justification for the issuance of Exemption No. 7897, 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 the National Business Aircraft Association, Inc. (NBAA) an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to operate small civil airplanes and helicopters of United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the conditions and limitations listed below.

Conditions and Limitations

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been -
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each

agreement must include the aircraft registration number of each aircraft involved.

3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.
5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of part 135.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to March 31, 2019, unless sooner superseded or rescinded.

Sincerely,

/s/

John Barbagallo

Deputy Director, Flight Standards Service



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

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

April 13, 2018

Exemption No. 7897J
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Vice President
National Business Aviation Association, Inc.
1200 G Street NW, Suite 1100
Washington, DC 20005

Dear Mr. Carr:

This letter is to inform you that we have granted your petition to extend and amend Exemption No. 7897, as amended. 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 letter dated March 15, 2018, you petitioned the Federal Aviation Administration (FAA) on behalf of the National Business Aviation Association, Inc. (NBAA) for an extension of Exemption No. 7897, as amended. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) allows NBAA and its members to operate small civil airplanes and helicopters of United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f).

The FAA-initiated amendment adds “and its members” to the exemption.

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 amendment to the exemption

AFS-18-119960-E

would not set a precedent, and any delay in acting on this petition would be detrimental to NBAA.

The FAA has determined that the justification for the issuance of Exemption No. 7897, 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 the National Business Aircraft Association, Inc. (NBAA) and its members an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to operate small civil airplanes and helicopters of United States registry under the operational rules of §§ 91.503 through 91.535 and to select an inspection program as described in § 91.409(f), subject to the conditions and limitations listed below.

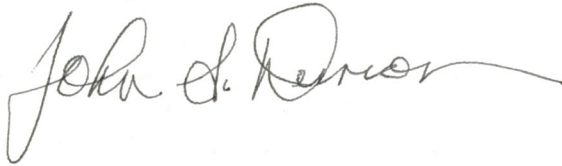
Conditions and Limitations

1. Only those operations that are listed in § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of § 91.515(a), provided the operations comply with the minimum safe altitude requirements in § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in § 91.409(f).
2. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been—
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
3. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of part 91, subpart F, under which it is being operated.
4. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.
5. This exemption does not authorize the conduct of any operation required to be conducted under the rules of part 135.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 7897, as amended, to March 31, 2020, unless sooner superseded or rescinded.

Sincerely,

A handwritten signature in cursive script, reading "John S. Duncan". The signature is written in dark ink and is positioned below the word "Sincerely,".

John S. Duncan
Executive Director, Flight Standards Service

December 18, 2019

Docket Operations M-30
US Department of Transportation
1200 New Jersey Ave, SE
West Building Ground Floor Room W12-140
Washington, DC 20590

Subject: Doc. No. FAA-2002-12728; Exemption 7897J from 14 CFR (FAR Sections) – 91.409(e), 91.409(f), 91.501(a) and 91.503 thru 91.535

The National Business Aviation Association, Inc. (NBAA) hereby petitions for an extension of Exemption No. 7897J for a period of 24 months. Originally, Exemption 1637 was granted on September 12, 1972 and was last amended by Exemption 7897J on March 15, 2018. Under Exemption No. 7897J the NBAA is granted an exemption from 14 CFR 91.409(a) and 91.501(a) to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR 91.503 through 91.535 and to select and use an inspection program described in 14 CFR 91.409(f). In addition, helicopter operations are not required to comply with the minimum safe altitude rules of 14 CFR 91.515(a), provided these operations comply with the minimum safe altitude requirements of 14 CFR 91.119.

The original justification for this exemption has been confirmed by 47 years of experience. NBAA is not aware of any incidents or accidents attributable to faulty maintenance or inspection practices involving aircraft operated under this exemption. There is evidence that this exemption has contributed materially to the increased safety of small airplane and helicopter operations by permitting utilization of continuous inspection procedures.

Additionally, NBAA requests that the FAA allow the use of this exemption by NBAA members conducting international operations.

NBAA has reviewed all of the ICAO Standards and Recommended Practices Annexes and has not identified any elements of the exemption request that would conflict with international standards. A specific review below details each ICAO Annex.

Annex 1

This section deals with personal licensing and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 2

This section deals with the Rules of the Air and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 3

This section deals with Meteorological Service for International Air Navigation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 4

This section deals with Aeronautical Charts and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 5

This section deals with Units of Measurements to be Used in Air and Ground Operations and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 6

This section of the ICAO Standards and Recommended Practices deals with Operation of Aircraft and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 7

This section deals with Aircraft Nationality and Registration Marks and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 8

This section deals with Airworthiness of Aircraft and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 9

This section deals with Facilitation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 10

This section deals with Aeronautical Telecommunications and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 11

This section deals with Air Traffic Control and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 12

This Section deals with Search and Rescue and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 13

This Section deals with Aircraft Accident and Incident Investigation and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 14

This Section deals with Aerodromes and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 15

This Section deals with Aeronautical Information Services and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 16

This Section deals with Environmental Protection and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 17

This Section deals with Safeguarding International Civil Aviation Against Acts of Unlawful Interference and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 18

This Section deals with The Safe Transport of Dangerous Goods by Air and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535.

Annex 19

This section deals with application and development of Safety Management Systems and does not present any conflicts with 14 CFR 91.503 through 14 CFR 91.535

In 2006, the opening sentence of 14 CFR 375.37, a very similar regulation to §91.501(b), was amended. The Department of Transportation promulgated that it had “determined that there are no ICAO Standards and Recommended Practices that correspond to these amendments” (Exec. Order No. 12866, 59 Fed. Reg. 71 (Mar. 28, 2006)). The DOT has determined that there are no international conflicts with companies reimbursing for operations listed §375.37, which would mean that there are also no international conflicts with §91.501(b). Under this exemption NBAA and its members would be eligible to operate outside of the United States airspace with no international conflicts.

Finally, the FAA Part 135/125 Aviation Rulemaking Committee (ARC) reached consensus on a recommendation document that would incorporate this exemption into the Federal Aviation Regulations. NBAA actively supported this recommendation and encourages the FAA to adopt the ARC’s recommendation in an upcoming rulemaking initiative, thereby eliminating the need for this exemption in the future. Until the ARC recommendation is codified, however, this exemption remains an important component of the increased safety of small airplane and helicopter operations.

Please contact me if there is any additional information we can provide to support the processing of this exemption request.

Respectfully submitted,



Douglas Carr
Vice President
Regulatory & International Affairs



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

March 8, 2022

Exemption No. 7897L
Regulatory Docket No. FAA-2002-12728

Mr. Douglas Carr
Senior Vice President
National Business Aviation Association, Inc.
1200 G Street NW, Suite 1100
Washington, DC 20005

Dear Mr. Carr:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 7897K. 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 January 10, 2022, you petitioned the FAA on behalf of National Business Aviation Association, Inc. (NBAA) for an extension of Exemption No. 7897K. That exemption from §§ 91.409(e) and 91.501(a) of Title 14, Code of Federal Regulations (14 CFR) allows NBAA to permit NBAA Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR §§ 91.503 through 91.535 and to select and use an inspection program described in 14 CFR § 91.409(f).

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 NBAA.

The FAA has determined that the justification for the issuance of Exemption No. 7897K 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, 44701, and 44807, which the FAA Administrator has delegated to me, I hereby grant National Business Aviation Association, Inc. an exemption from 14 CFR §§ 91.409(e) and 91.501(a) to the extent necessary to allow NBAA to permit NBAA

AFS-22-00405-E

Members to operate small civil airplanes and helicopters of U.S. registry under the operating rules of 14 CFR §§ 91.503 through 91.535 and to select and use an inspection program described in 14 CFR § 91.409(f), subject to the following conditions and limitations.

The FAA may grant exemptions to industry associations (such as NBAA) for use by its members. Typically, such exemptions are granted if relief and the specific conditions and limitations are appropriate for all the certificate holders, entities, or persons that are members of the industry association. The FAA is amending the exemptions granted to industry associations to include a list of all certificate holders, entities, or persons covered by the exemption. This is necessary to ensure the FAA knows which parties are exercising the relief granted in the exemption, to conduct appropriate oversight of such parties, to foster accountability of those covered by the exemption, and to prevent non-authorized parties from exercising the privileges granted through the exemption. Consistent with the above policy, the FAA is adding a new Condition and Limitation No. 2 to require those members of NBAA who want to exercise the relief provided in this exemption to submit a Notice of Joinder to FAA Exemption No. 7897L prior to conducting any operation under Exemption No. 7897L. The notices should be submitted to the Federal eRulemaking Portal: Go to <http://www.regulations.gov> and follow the online instructions for submitting documents electronically. All of the persons identified in the Notices of Joinder to FAA Exemption No. 7897L will be included in the list of NBAA members authorized to exercise the privileges of this exemption.

Conditions and Limitations

1. Only those operations that are listed in 14 CFR § 91.501(b)(1) through (7) and (9) may be conducted under the authority of this exemption. Those operations must be conducted in compliance with the operating rules in 14 CFR §§ 91.503 through 91.535. However, helicopter operations are not required to comply with the flight altitude rules of 14 CFR § 91.515(a), provided the operations comply with the minimum safe altitude requirements in 14 CFR § 91.119. Aircraft operated under the authority of this exemption must use an inspection program listed in 14 CFR § 91.409(f).
2. No person may operate an aircraft under this exemption unless the person files a “Notice of Joinder to FAA Exemption No. 7897L.” The notice should be submitted to the Federal eRulemaking Portal, under Docket No. FAA-2002-12728: Go to <http://www.regulations.gov> and follow the online instructions for submitting documents electronically. The Notice of Joinder to FAA Exemption No. 7897L must include all of the following:
 - a. The person’s name and, for a person other than an individual, the name of the authorized representative submitting the Notice of Joinder.
 - b. The person’s physical address and, for a person other than an individual, the physical address for the authorized representative. If the person or the authorized representative does not receive mail at the physical address provided, a mailing address must also be provided.

- c. The person's email address or, for applicants other than individuals, the email address of the authorized representative.
 - d. The person's telephone number(s).
 - e. The person's NBAA membership number.
 - f. A statement requesting the FAA appends the Notice of Joinder to the list of NBAA members authorized to exercise the privileges of Exemption No. 7897L.
 - g. An attestation that the person will not conduct any operation under Exemption No. 7897L if the person ceases to be a member of NBAA.
 - h. An attestation that the person will comply with all conditions and limitations of Exemption No. 7897L.
3. No person may operate an aircraft under this exemption unless the appropriate Flight Standards District Office (FSDO) has been —
 - a. Notified that the operation will be conducted under the terms of this exemption; and
 - b. Provided with a copy of the time-sharing, interchange, or joint ownership agreement under which each aircraft is being operated, if appropriate. Each agreement must include the aircraft registration number of each aircraft involved.
 4. No person may operate an aircraft under this exemption unless an entry is made in the aircraft logbook showing the provisions of Part 91, Subpart F, under which it is being operated.
 5. No person may operate an aircraft under the authority of this exemption unless an inspection program has been submitted to and approved by the appropriate FSDO.
 6. This exemption does not authorize the conduct of any operation required to be conducted under the rules of Part 135.
 7. NBAA members may operate outside of the United States, the District of Columbia, or any territory or possession of the United States under this exemption unless otherwise prohibited by a foreign country.

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. 7897K to 7897L and extends the termination date to March 31, 2024, 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-2002-12728 (<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/

Robert C. Carty
Deputy Executive Director, Flight Standards Service