



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

June 8, 2021

Exemption No. 18822
Regulatory Docket No. FAA-2007-27324

Ms. Catherine M. Downen
ODA Enterprise Program Administrator - TC
500 Gulfstream Road M/S R-07
Savannah, GA 31407

Dear Ms. Downen:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your request for exemption. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date it ends.

The Basis for the FAA's Decision

By letter dated March 1, 2021, you petitioned the FAA on behalf of Gulfstream Aerospace Corporation (Gulfstream) for an exemption from §§ 61.57(a) and (b) and 142.1 of Title 14, Code of Federal Regulations (14 CFR). To the extent necessary to allow Gulfstream production and developmental pilots under the Gulfstream Flight Operations Department to use any one of Gulfstream's GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600, and GV-SP airplanes or a Level B, C, or D simulator that represents one of the types of Gulfstream airplanes, to meet the recent takeoff and landing experience requirements of § 61.57, without Gulfstream holding a 14 CFR part 142 certificate.

Although you requested an extension of Exemption No. 9887F (copy enclosed) that exemption expired on December 31, 2020. Therefore, we are issuing Gulfstream Aerospace Corporation a new exemption.

In the petition, you state the relief sought is similar to that previously granted to Gulfstream as Exemption No. 9887F, and the same logic that justified Exemption No. 9887F applies to this petition for exemption.

The relief from § 61.57(a) and (b) is sufficient to accommodate the relief requested in this petition. Since Gulfstream is not a part 142 certificate holder, relief to part § 142.1 is not applicable.

In the petition Gulfstream states it is requesting the terms of Exemption No. 9887F be expanded to include the aircraft model GVII-G600. The FAA evaluated the addition of the GVII-G600 to

the requested relief and found no safety concerns. Condition and Limitation Nos. 1, 2, and 3 have been modified to reflect the inclusion of the GVII-G600 aircraft.

The petition also stated that the exemption should reflect the current pilot positions in the Flight Operations department that include production and developmental pilot positions. In previous exemptions, the pilots were described as production and engineering flight test pilots. A request for information was sent to the petitioner to clarify the pilot position titles and the pilots' roles within Gulfstream. Gulfstream confirmed the change was to position titles only and that the duties and responsibilities of these pilots remain the same as in previous exemptions issued to Gulfstream for similar relief. Condition and Limitation No. 1 reflects the inclusion of the pilot position terminology.

Having reviewed your reasons for requesting an exemption, I find that—

- They are similar in all material respects to relief previously requested in the enclosed Grant of Exemption No. 9887F;
- The reasons stated by the FAA for granting the enclosed Grant of Exemption No. 9887F also apply to the situation you present; and
- A grant of exemption is in the public interest.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the Federal Register because the requested exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Gulfstream.

Under the authority contained in 49 U.S.C. 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I hereby grant Gulfstream an exemption from 14 CFR § 61.57 (a) and (b) to the extent necessary to allow Gulfstream production and developmental pilots to use any one of Gulfstream's GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600, and GV-SP airplanes or a Level B, C, or D simulator that represents one of the types of Gulfstream airplanes to meet the recent takeoff and landing experience requirements of § 61.57, subject to the conditions and limitations described below.

Conditions and Limitations

1. This exemption applies only to Gulfstream production and developmental pilots who hold a pilot certificate with a type rating in at least one of the Gulfstream-manufactured GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 and GV-SP airplanes while engaged in flight operations in one of those airplanes on behalf of Gulfstream.
2. Each pilot-in-command (PIC) subject to this exemption meeting the requirements of § 61.57(a) and (b) in one of the type of Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500 GVII-G600 , and GV-SP airplanes will be considered to have

met the requirements of § 61.57(a) and (b) for the remaining types of GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 and GV-SP airplanes.

3. Each PIC subject to this exemption may meet the requirements of § 61.57(a) and (b) in a Level B, C, or D simulator that represents any of the Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 and GV-SP airplanes in which the person is to serve as PIC, subject to the following:
 - a. Since the beginning of the preceding 12 calendar months, the pilot must complete the requirements of § 61.57(a) and (b) in one of the Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 or GV-SP airplanes;
 - b. Since the beginning of the preceding 12 calendar months, the pilot must accomplish 100 hours of pilot time, 10 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 or GV-SP airplanes;
 - c. Since the beginning of the preceding 6 calendar months, the pilot must accomplish 50 hours of pilot time, 5 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, GVII-G600 or GV-SP airplanes;
 - d. When using full flight simulators (FFS) to satisfy the experience requirements of § 61.57(a) or (b), the FFS used must be qualified under 14 CFR part 60 or be a previously qualified FFS as defined in § 60.17(a), and be approved for use by the FAA within a part 142 training center program for all maneuvers required by this exemption;
 - e. The part 142 training center instructor must be designated as a FFS instructor for one of the simulator types identified in this exemption;
 - f. The pilot must make three takeoffs and three landings to full stop, subject to the following requirements:
 - i. The takeoffs and landings must be accomplished under the supervision of a simulator instructor who certifies the pilot being observed is proficient in making takeoffs and landings; and
 - ii. The pilot must be the sole manipulator of the flight controls.
 - g. The takeoffs and landings must include at least one takeoff with a simulated failure of the most critical powerplant and at least one landing from an instrument landing system (ILS) approach to the lowest ILS minimums for which the pilot and airplane are authorized; and
 - h. The flight simulator's visual system must be adjusted to display a visual scene representing the period between 1 hour after sunset until 1 hour before sunrise.
4. A copy of this exemption must be provided to each PIC who operates under the

terms of this exemption.

5. A copy of this exemption must be presented to representatives of the Administrator upon request.
6. This exemption is not valid for operations outside the United States.

If you request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2007-27324 (<http://www.regulations.gov>). In addition, you should submit your request no later than 120 days prior to the exemption's expiration date listed below, or 120 days before your need the amendment.

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

This exemption terminates on June 30, 2023, unless sooner superseded or rescinded.

Sincerely,

/s/

Ricardo Domingo
Executive Director, Flight Standards Service

Enclosure:

Exemption No. 9887F



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

December 21, 2018

Exemption No. 9887F
Regulatory Docket No. FAA-2007-27324

Mr. Emery P. Wiltse
Gulfstream Aerospace Corporation
P.O. Box 2206, M/S R-03
Savannah, GA 31402-2206

Dear Mr. Wiltse:

This letter is to inform you that we have granted your petition to extend and amend Exemption No. 9887, as amended. It transmits our decision, explains its basis, gives you the conditions and limitations of the exemption, including the date it ends, and lists the revised conditions and limitations.

The Basis for Our Decision

By letter dated September 28, 2018, you petitioned the Federal Aviation Administration (FAA) on behalf of Gulfstream Aerospace Corporation (Gulfstream) for an extension of Exemption No. 9887, as amended. That exemption from §§ 61.57(a) and (b) and 142.1 of Title 14, Code of Federal Regulations (14 CFR) allows Gulfstream production and engineering flight test pilots to use any one of Gulfstream's GII, GIII, GIV, GV, GIV-X, GVI, and GV-SP airplanes or a Level B, C, or D simulator that represents one of the types of Gulfstream airplanes to meet the recent takeoff and landing experience requirements of § 61.57, without Gulfstream holding a 14 CFR part 142 certificate. By letter dated November 27, 2018, you provided a revised petition requesting an extension of and amendment to Exemption No. 9887, as amended, to include the GVII-G500 airplane.

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

AFS-19-123677-E

The following amendments have been made to the conditions and limitations of this grant of exemption:

- Any reference to simulators was changed to properly reference “full flight” simulators as referenced in 14 CFR part 60, which provides for FAA evaluation and qualification of these trainers;
- Condition and Limitation No. 3(d) was edited to clarify the allowed use of an FAA-qualified full flight simulator; and
- Condition and Limitation No. 3(e) was edited to properly reference a training center instructor and to require they be designated.

The FAA has determined that the justification for the issuance of Exemption No. 9887, 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 Gulfstream Aerospace Corporation an exemption from 14 CFR §§ 61.57(a) and (b) and 142.1 to the extent necessary to allow Gulfstream production and engineering flight test pilots to use any one of Gulfstream’s GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, and GV-SP airplanes or a Level B, C, or D simulator that represents one of the types of Gulfstream airplanes to meet the recent takeoff and landing experience requirements of § 61.57, without Gulfstream holding a 14 CFR part 142 certificate, subject to the following conditions and limitations:

Conditions and Limitations

1. This exemption applies only to Gulfstream production and engineering test pilots who hold a pilot certificate with a type rating in at least one of the Gulfstream-manufactured GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, and GV-SP airplanes while engaged in flight operations in one of those airplanes on behalf of Gulfstream.
2. Each pilot-in-command (PIC) subject to this exemption meeting the requirements of § 61.57(a) and (b) in one of the type of Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, and GV-SP airplanes will be considered to have met the requirements of § 61.57(a) and (b) for the remaining types of GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, and GV-SP airplanes.
3. Each PIC subject to this exemption may meet the requirements of § 61.57(a) and (b) in a Level B, C, or D simulator that represents any of the Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, and GV-SP airplanes in which the person is to serve as PIC, subject to the following:
 - a. Since the beginning of the preceding 12 calendar months, the pilot must complete the requirements of § 61.57(a) and (b) in one of the Gulfstream GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, or GV-SP airplanes;

- b. Since the beginning of the preceding 12 calendar months, the pilot must accomplish 100 hours of pilot time, 10 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, or GV-SP airplanes;
 - c. Since the beginning of the preceding 6 calendar months, the pilot must accomplish 50 hours of pilot time, 5 hours of which must be in one of the GII, GIII, GIV, GV, GIV-X, GVI, GVII-G500, or GV-SP airplanes;
 - d. When using full flight simulators (FFS) to satisfy the experience requirements of § 61.57(a) or (b), the FFS used must be qualified under 14 CFR part 60 or be a previously qualified FFS as defined in § 60.17(a), and be approved for use by the FAA within a part 142 training center program for all maneuvers required by this exemption;
 - e. The part 142 training center instructor must be designated as a FFS instructor for one of the simulator types identified in this exemption;
 - f. The pilot must make three takeoffs and three landings to full stop, subject to the following requirements:
 - i. The takeoffs and landings must be accomplished under the supervision of a simulator instructor who certifies the pilot being observed is proficient in making takeoffs and landings; and
 - ii. The pilot must be the sole manipulator of the flight controls.
 - g. The takeoffs and landings must include at least one takeoff with a simulated failure of the most critical powerplant and at least one landing from an instrument landing system (ILS) approach to the lowest ILS minimums for which the pilot and airplane are authorized; and
 - h. The flight simulator's visual system must be adjusted to display a visual scene representing the period between 1 hour after sunset until 1 hour before sunrise.
- 4. A copy of this exemption must be provided to each PIC who operates under the terms of this exemption.
 - 5. A copy of this exemption must be presented to representatives of the Administrator upon request.
 - 6. This exemption is not valid for operations outside the United States.

The Effect of Our Decision

Our decision extends the termination date of Exemption No. 9887, as amended, to December 31, 2020, unless sooner superseded or rescinded.

Sincerely,

/s/

Robert Carty
Acting Deputy Executive Director, Flight Standards Service