



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

Exemption No. 5651S
Regulatory Docket No. FAA-2002-11498

Mr. Mike Rhodes
Chief Test Pilot
Air Tractor, Inc.
P.O. Box 485
Olney, TX 76374

Dear Mr. Rhodes:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 5651R. It transmits the FAA's decision, explains its basis, and gives you the conditions and limitations of the exemption, including the date it ends.

The Basis for the FAA's Decision

By letter dated November 12, 2020, you petitioned the FAA on behalf of Air Tractor, Inc. (Air Tractor) for an extension of Exemption No. 5651R. That exemption from § 61.31(a)(1) of Title 14, Code of Federal Regulations (14 CFR), allows Air Tractor and pilots of AT-802 and AT-802A airplanes to operate those airplanes without holding a type rating, although the maximum certificated takeoff weight of the airplanes exceeds 12,500 pounds.

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 because the requested extension of the exemption would not set a precedent, and any delay in acting on this petition would be detrimental to Air Tractor.

The FAA has determined that the justification for the issuance of Exemption No. 5651R 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 Air Tractor, Inc. (Air Tractor) an exemption from § 61.31(a)(1) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow Air Tractor and pilots of AT-802 and AT-802A airplanes to operate those airplanes without holding a type rating, although the

maximum certificated takeoff weight of the airplanes exceeds 12,500 pounds, subject to the following conditions and limitations.

Conditions and Limitations

1. This exemption applies to pilots operating AT-802 and AT-802A airplanes that have a restricted category airworthiness certificate.
2. Air Tractor must maintain and use an FAA-approved pilot training program to comply with the terms of this exemption. The training program must include lesson times and courseware, and it must include the following ground training topics for the AT-802 and AT-802A airplane covered by this exemption:

SEGMENT 1 – GENERAL OPERATIONAL SUBJECTS

- a. Lesson 1 - Introduction to the aircraft and operating limitations
- b. Lesson 2 - Weight and balance
- c. Lesson 3 - Adverse weather practices
- d. Lesson 4 - Aerodynamics, performance, and management of inoperative components
- e. Lesson 5 - Segment 1 written examination

SEGMENT 2 – AIRPLANE SYSTEMS AND COMPONENTS

- a. Lesson 1 - Fuel and oil systems
- b. Lesson 2 - Powerplant
- c. Lesson 3 - Electrical system
- d. Lesson 4 - Hydraulic system
- e. Lesson 5 - Landing gear and brakes
- f. Lesson 6 - Pneumatic system
- g. Lesson 7 - Environmental system
- h. Lesson 8 - Flight controls
- i. Lesson 9 - Ice and rain protection
- j. Lesson 10 - Fire and overheat protection
- k. Lesson 11 - Flight instruments
- l. Lesson 12 - Navigation equipment and display systems
- m. Lesson 13 - Autoflight system
- n. Lesson 14 - Communications equipment
- o. Lesson 15 - Segment 2 written examination

SEGMENT 3 – AIRPLANE SPECIFIC EMERGENCY TRAINING

- a. Lesson 1 - Emergency equipment
- b. Lesson 2 - Abnormal and emergency procedures
- c. Lesson 3 - Segment 3 written examination

SEGMENT 4 – SYSTEMS INTEGRATION TRAINING

- a. Lesson 1 – Cockpit familiarization and use of checklists
- b. Lesson 2 – Classroom review of flight maneuvers
- c. Lesson 3 – Single pilot resource management

d. Lesson 4 – Segment 4 written examination

3. Air Tractor must provide pilots authorized by Air Tractor to provide training in the AT-802 or AT-802A airplane, as applicable, a copy of the approved training program and courseware described in Condition and Limitation No. 2, along with the applicable approval documentation from the FAA Airmen Training and Certification Branch. This copy may be hard copy or electronic.
4. Pilots operating the AT-802 and/or AT-802A airplanes may continue to exercise the privileges of this exemption only if Air Tractor complies with the following:
 - a) Air Tractor must continue to maintain approval of its training program and courseware, and obtain approval for any revisions to the approved training program and/or courseware from the FAA Airmen Training and Certification Branch.
 - b) The training program and/or courseware approval documentation must be made available to any representative of the FAA Administrator, upon request.
 - c) Air Tractor must submit a new training program, or request extension to the approval of the currently approved training program and courseware, provided no changes are required, when requesting an extension to this exemption. The training program must be submitted in electronic format via email to 9-AFS-800-Correspondence@faa.gov.
5. Except as provided in Condition and Limitation No. 6, before any pilot can serve as pilot-in-command (PIC) in the AT-802 or AT-802A airplane, as applicable, that pilot must have successfully completed the applicable training in accordance with Air Tractor's approved training program described in Condition and Limitation No. 2.
6. Pilots who have logged at least 100 hours of flight time, with at least 10 hours in the preceding 12 months, in an AT-502/602 series airplane need not complete the training requirements of Condition and Limitation No. 2. A record of this flight time must be made available by the pilot upon request to any representative of the FAA Administrator.
7. Any person, including Air Tractor, who provides training described by Condition and Limitation No. 5 must –
 - a) Ensure each pilot logs the ground training in his or her logbook, or records such training in the pilot's training record; and
 - b) Make this record of training available for review to any representative of the FAA Administrator, upon request.
8. Pilots authorized by Air Tractor to provide training in the AT-802 or AT-802A airplane, as applicable, to include pilots employed by Air Tractor, must meet the following minimum qualifications:

- a) Be authorized by Air Tractor to provide this instruction. This authorization will be given by Air Tractor in writing and will be on Air Tractor letterhead;
 - b) Hold an Advanced Ground Instructor certificate or Flight Instructor certificate with airplane single engine class rating;
 - c) Hold at least a commercial pilot certificate; and
 - d) Meet the following experience requirements:
 - i. 500 hours of flight time in turbine-powered agricultural type airplanes;
 - ii. 1,000 hours of flight time in agricultural type airplanes which includes at least 100 hours of flight time in an AT-802 series airplane; or
 - iii. 300 hours of flight time in AT-802/802A airplanes.
9. Air Tractor must make a copy of this exemption available to each pilot who serves as PIC in the AT-802 and AT-802A aircraft.

10. This exemption is not valid for operations outside the United States.

If you request an extension to this exemption, please submit your request by using the Regulatory Docket No. FAA-2002-11498 (<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.

If you require an amendment to this exemption, please submit your request no later than 120 days prior to the date you need the amendment using the process indicated above.

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

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 5651R to 5651S and extends the termination date to November 30, 2022, unless sooner superseded or rescinded.

Sincerely,

Robert C. Carty
Deputy Executive Director, Flight Standards Service



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

Aviation Safety

800 Independence Ave
Washington, DC 20591

November 23, 2022

Exemption No. 5651T
Regulatory Docket No. FAA-2002-11498

Mr. Mike Rhodes
Chief Test Pilot
Air Tractor, Inc.
P.O. Box 485
Olney, TX 76374

Dear Mr. Rhodes:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 5651S. 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 July 18, 2022, you petitioned the FAA on behalf of Air Tractor, Inc. (Air Tractor) for an extension of Exemption No. 5651S. That exemption from § 61.31(a)(1) of Title 14, Code of Federal Regulations (14 CFR), allows Air Tractor and pilots of AT-802 and AT-802A airplanes to operate those airplanes without holding a type rating, although the maximum certificated takeoff weight of the airplanes exceeds 12,500 pounds.

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 Air Tractor.

The FAA has determined that the justification for the issuance of Exemption No. 5651S remains valid with respect to this exemption and is in the public interest. Therefore, under the authority provided by 49 U.S.C. §§ 106(f), 40113, and 44701, which the FAA Administrator has delegated to me, I hereby grant Air Tractor, Inc. an exemption from 14 CFR § 61.31(a)(1) to the extent necessary to allow Air Tractor and pilots of AT-802 and AT-802A airplanes to operate those

airplanes without holding a type rating, although the maximum certificated takeoff weight of the airplanes exceeds 12,500 pounds, subject to the following conditions and limitations.

Conditions and Limitations

1. This exemption applies to pilots operating AT-802 and AT-802A airplanes that have a restricted category airworthiness certificate.
2. Air Tractor must maintain and use an FAA-approved pilot training program to comply with the terms of this exemption. The training program must include lesson times and courseware, and it must include the following ground training topics for the AT-802 and AT-802A airplane covered by this exemption:

SEGMENT 1 – GENERAL OPERATIONAL SUBJECTS

- a. Lesson 1 - Introduction to the aircraft and operating limitations
- b. Lesson 2 - Weight and balance
- c. Lesson 3 - Adverse weather practices
- d. Lesson 4 - Aerodynamics, performance, and management of inoperative components
- e. Lesson 5 - Segment 1 written examination

SEGMENT 2 – AIRPLANE SYSTEMS AND COMPONENTS

- a. Lesson 1 - Fuel and oil systems
- b. Lesson 2 - Powerplant
- c. Lesson 3 - Electrical system
- d. Lesson 4 - Hydraulic system
- e. Lesson 5 - Landing gear and brakes
- f. Lesson 6 - Pneumatic system
- g. Lesson 7 - Environmental system
- h. Lesson 8 - Flight controls
- i. Lesson 9 - Ice and rain protection
- j. Lesson 10 - Fire and overheat protection
- k. Lesson 11 - Flight instruments
- l. Lesson 12 - Navigation equipment and display systems
- m. Lesson 13 - Autoflight system
- n. Lesson 14 - Communications equipment
- o. Lesson 15 - Segment 2 written examination

SEGMENT 3 – AIRPLANE SPECIFIC EMERGENCY TRAINING

- a. Lesson 1 - Emergency equipment
- b. Lesson 2 - Abnormal and emergency procedures
- c. Lesson 3 - Segment 3 written examination

SEGMENT 4 – SYSTEMS INTEGRATION TRAINING

- a. Lesson 1 - Cockpit familiarization and use of checklists
- b. Lesson 2 - Classroom review of flight maneuvers

- c. Lesson 3 - Single pilot resource management
 - d. Lesson 4 - Segment 4 written examination
3. Air Tractor must provide pilots authorized by Air Tractor to provide training in the AT-802 or AT-802A airplane, as applicable, a copy of the approved training program and courseware described in Condition and Limitation No. 2, along with the applicable approval documentation from the FAA Training and Certification Group. This copy may be a hard copy or electronic copy.
 4. Pilots operating the AT-802 and/or AT-802A airplanes may continue to exercise the privileges of this exemption only if Air Tractor complies with the following:
 - a) Air Tractor must continue to maintain approval of its training program and courseware, and obtain approval for any revisions to the approved training program and/or courseware from the FAA Training and Certification Group.
 - b) The training program and/or courseware approval documentation must be made available to any representative of the FAA Administrator, upon request.
 - c) Air Tractor must submit a new training program, or request extension to the approval of the currently approved training program and courseware, provided no changes are required, when requesting an extension to this exemption. The training program must be submitted in electronic format via email to 9-AFS-800-Correspondence@faa.gov.
 5. Except as provided in Condition and Limitation No. 6, before any pilot can serve as pilot-in-command (PIC) in the AT-802 or AT-802A airplane, as applicable, that pilot must have successfully completed the applicable training in accordance with Air Tractor's approved training program described in Condition and Limitation No. 2.
 6. Pilots who have logged at least 100 hours of flight time, with at least 10 hours in the preceding 12 months, in an AT-502/602 series airplane need not complete the training requirements of Condition and Limitation No. 2. A record of this flight time must be made available by the pilot upon request to any representative of the FAA Administrator.
 7. Any person, including Air Tractor, who provides training described by Condition and Limitation No. 5 must –
 - a) Ensure each pilot logs the ground training in his or her logbook, or records such training in the pilot's training record; and
 - b) Make this record of training available for review to any representative of the FAA Administrator, upon request.

8. Pilots authorized by Air Tractor to provide training in the AT-802 or AT-802A airplane, as applicable, to include pilots employed by Air Tractor, must meet the following minimum qualifications:
 - a) Be authorized by Air Tractor to provide this instruction. This authorization will be given by Air Tractor in writing and will be on Air Tractor letterhead;
 - b) Hold an Advanced Ground Instructor certificate or Flight Instructor certificate with airplane single engine class rating;
 - c) Hold at least a commercial pilot certificate; and
 - d) Meet the following experience requirements:
 - i. 500 hours of flight time in turbine-powered agricultural type airplanes;
 - ii. 1,000 hours of flight time in agricultural type airplanes which includes at least 100 hours of flight time in an AT-802 series airplane; or
 - iii. 300 hours of flight time in AT-802/802A airplanes.
9. Air Tractor must make a copy of this exemption available to each pilot who serves as PIC in the AT-802 and AT-802A aircraft.
10. This exemption is not valid for operations outside the United States.

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. 5651S to 5651T and extends the termination date to November 30, 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-2002-11498 (<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/

Wesley L. Mooty

Acting Deputy Executive Director, Flight Standards Service