



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

Small Airplane Directorate  
901 Locust  
Kansas City, MO 64106

**OCT 26 2007**

Exemption No. 9534  
Regulatory Docket No. FAA-2007-27626

Mr. Scott M. Grabon  
Administrative AR  
Cessna Aircraft Company  
One Cessna Boulevard, P.O. Box 7704  
Wichita, Kansas 67277-7704

Dear Mr. Grabon:

This letter is to inform you that we have granted your request for exemption. It transmits our decision, explains its basis, and gives you the conditions and limitations of the exemption.

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

By letter dated March 9, 2007, you petitioned the Federal Aviation Administration (FAA) on behalf of Cessna Aircraft Company (Cessna) for an exemption from § 23.3(d) of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow Cessna to certify the turbojet powered Model 525C under the commuter category.

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 Cessna.

The FAA has issued grants of exemption in circumstances similar in all material respects to those presented in your petition. In Grant of Exemption Nos. 6742, 7981, 9301 and 9302 (copies enclosed), the FAA found that while the commuter category represents an overall higher level of safety than the normal category, the commuter category is limited to propeller-driven, multiengine airplanes. The special conditions, which mainly address airplane performance, in conjunction with part 23 commuter category standards provide a level of safety for the Model 525C that is above part 23 normal category and is appropriate to a turbojet powered business jet. Regarding public interest, we believe that granting the exemption helps realize the potential public benefit created by the advent of newer smaller

turbojet engines. The resulting simpler, lower-cost business jets have weights up to 19,000 pounds and provide the public with greater utility and an extended range of choices.

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

- They do not differ materially from those presented by the petitioners in the enclosed grants of exemption;
- The reasons stated by the FAA for granting the enclosed exemptions also apply to the situation you present; and
- A grant of exemption is in the public interest.

### **Our Decision**

Under the authority contained in 49 U.S.C. 40113 and 44701, as amended, which the FAA Administrator has delegated to me, I hereby grant Cessna Aircraft Company an exemption from 14 CFR § 23.3(d) to the extent necessary to permit type certification of the Model 525C airplane in the part 23 commuter category, subject to the conditions and limits described below.

### **Conditions and Limitations**

1. The Model 525C shall not be eligible for operations under 14 CFR part 121. A note to this effect will be placed on the type certificate data sheet.
2. The Model 525C maximum certificated takeoff weight shall not exceed 19,000 pounds.
3. The Model 525C shall have a seating configuration, excluding pilot seats, of 19 or fewer.

Issued in Kansas City, Missouri on October 26, 2007.

Sincerely,



Kim Smith  
Manager, Small Airplane Directorate  
Aircraft Certification Service