

CORRECTED COPY

This is a correction to Exemption No. 18561, dated May 20, 2020. The e-mail address in condition no. 1 (page 7 of the exemption) is corrected to 9-AVS-AFS200-COVID-Exemptions@faa.gov.

UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

In the matter of the petition of

AIRLINES FOR AMERICA

for an exemption from §§ 91.9(a) and (b),
121.153(a), and 121.337(b)(9)(iii) of
title 14, Code of Federal Regulations

Exemption No. 18561
Regulatory Docket No. FAA-2020-0429

PARTIAL GRANT OF EXEMPTION

By letter dated April 23, 2020, Airlines for America (A4A), on behalf of its members, petitioned the Federal Aviation Administration (FAA) for an exemption from the requirements of §§ 91.9(a) and (b), 121.153(a), and 121.337(b)(9)(iii) of Title 14, Code of Federal Regulations (14 CFR). For the reasons explained herein, the FAA is partially granting the requested relief. This exemption allows A4A members and other part 121 operators that submit a Letter of Intent (in the form and manner described below) to carry cargo on seats installed on the main deck of transport category airplanes used in part 121 operations when no passengers are being transported, through December 31, 2020.

The petitioner requests relief from the following regulations:

Section 91.9(a) states, with an exception not relevant here, that no person may operate a civil aircraft without complying with the operating limitations specified in the approved Airplane or Rotorcraft Flight Manual, markings, and placards, or as otherwise prescribed by the certificating authority of the country of registry.

Section 91.9(b) states that no person may operate a U.S.-registered civil aircraft (1) for which an Airplane or Rotorcraft Flight Manual is required by 14 CFR § 21.5 unless there is available in the aircraft a current, approved Airplane or Rotorcraft Flight Manual or the manual provided for in 14 CFR § 121.141(b); and (2) for which an Airplane or Rotorcraft Flight Manual is not required by 14 CFR § 21.5, unless there is available in the aircraft a current approved Airplane or Rotorcraft Flight Manual, approved manual material, markings, and placards, or any combination thereof.

Section 121.153(a) states, in pertinent part, that no certificate holder may operate an aircraft unless that aircraft (1) is registered as a civil aircraft of the United States and carries an appropriate current airworthiness certificate issued; and (2) is in an airworthy condition and

meets the applicable airworthiness requirements of this chapter, including those relating to identification and equipment.

Section 121.337(b)(9)(iii) states, in pertinent part, that protective breathing equipment with a portable breathing gas supply meeting the requirements of this section must be easily accessible and conveniently located for immediate use by crewmembers in combatting fires, including that in each passenger compartment, one for each hand fire extinguisher required by 14 CFR § 121.309, to be located within 3 feet of each required hand fire extinguisher, except that the Administrator may authorize a deviation allowing locations of protective breathing equipment more than 3 feet from required hand fire extinguisher locations if special circumstances exist that make compliance impractical and if the proposed deviation provides an equivalent level of safety.

The petitioner supports its request with the following information:

A4A (the petitioner) requested relief for a period of two years to enable its members and other part 119 certificate holders conducting part 121 operations to transport cargo on seats in transport category airplanes configured with a passenger cabin, when no “revenue passengers” are carried, subject to specific conditions identified in its petition. The petitioner requests that the relief apply to operations outside the United States because its members seek to operate internationally to bring critical supplies to the United States. Additionally, the petitioner requests the FAA permit operators conducting operations under an exemption to transport “deadheading” crewmembers.

The petitioner states that, in connection with coronavirus disease 2019 (COVID-19), U.S. air carriers, including A4A members,¹ are currently experiencing an unprecedented downturn in passenger traffic—up to a 96 percent reduction in comparison to last year.² The petitioner states that passenger air carriers, facing extreme cash flow and liquidity problems, have parked approximately 2,900 aircraft and taken other steps to reduce costs. Further, the petitioner states COVID-19 has dramatically impacted the number of airline passenger bookings internationally and domestically, such that demand for air travel has plummeted. The petitioner explains that, because of the extreme reduction in demand, air carriers that typically transport passengers now have the capacity to carry cargo, including critical medical cargo, on passenger seats. The petitioner asserts that carrying cargo on the main deck will make efficient use of many now-empty passenger aircraft.

The petitioner seeks relief for a period of two years. In support of that duration, the petitioner states that experts predict the aviation industry will experience a slow recovery.³ The petitioner

¹ A4A’s members are Alaska Airlines, Inc.; American Airlines Group, Inc.; Atlas Air, Inc.; Delta Air Lines, Inc.; Federal Express Corp.; Hawaiian Airlines; JetBlue Airways Corp.; Southwest Airlines Co.; United Continental Holdings, Inc.; and United Parcel Service Co. Air Canada is an associate member.

² The petitioner cites Transportation Security Administration (TSA) data showing that as of April 21, 2020, checkpoint volume has dropped by more than 96 percent from the previous year. *See* TSA, Checkpoint travel numbers for 2020 and 2019, available at <https://www.tsa.gov/coronavirus/passenger-throughput> (April 21, 2020).

³ Regarding expectations for recovery, the petitioner cites reports of analysts from Deutsche Bank, Bank of America, JPMorgan, Evercore ISI, Fitch Ratings, and Cowen, as well as MIT professor of Aeronautics John Hansman.

asserts that a two-year period provides operational experience to determine future actions, time for off-setting investments needed to meet the conditions and limitations the FAA includes in an exemption, and, most importantly, the provision of transportation for critical medical supplies and other cargo. The petitioner describes the need for relief as immediate and states that, throughout the United States, hospitals and medical centers are in dire need of critical medical supplies.

The petitioner states that both industry and the public as a whole would benefit from permitting operators of aircraft configured with passenger cabins to transport cargo, including critical medical supplies, on passenger seats. The petitioner also asserts that optimizing the volume of cargo that can be carried on passenger aircraft would alleviate the overall supply chain capacity constraints that have been generated by significant reductions in passenger flight operations. The petitioner contends that its request is in the national public interest as it is based on the President's March 13, 2020 declaration of a national emergency concerning COVID-19.

The petitioner further asserts that, if subject to certain conditions identified in its petition, granting the requested relief would not adversely affect safety or would provide a level of safety at least equal to the existing rules. The conditions identified by the petitioner to maintain safety include the following:

- Restrictions on the kind of cargo that certificate holders may carry on the main deck, to prohibit the carriage of hazardous materials.
- Cabin preparation measures, including disabling/deactivating passenger convenience systems not necessary for safety or normal operations (e.g., in-flight entertainment installed in seats, in-seat power, galley systems, and any other heat generating systems) and deactivating the automatic passenger oxygen system.
- Cargo loading limitations that would:
 - Ensure that cargo would not be loaded in the stowage compartments in which protective breathing equipment and portable oxygen bottles are stored.
 - Restrict cargo loaded on a seat to not more than 50 lbs. per seat place, nor 110 lbs. in a single package per triple seat, and to not extend above the seatback height. Additionally, under seat stowage would be limited to cargo up to 20 lbs. per seat place.
 - Require each operator to complete a risk assessment to determine the type of cargo restraint using the primary load path of the seat so that each cargo installation meets applicable structural retention requirements under 14 CFR part 25.
 - Require cargo loading in a manner that permits sufficient access to the cargo to allow effective firefighting.
 - Ensure that cargo does not interfere with features that allow decompression

venting (i.e., cargo must not obstruct decompression vents or flow when the vents are activated).

- Safety equipment must be available to each crewmember whose duties include fire detection and firefighting, including portable oxygen equipment that meets §§ 25.1439(b)(1), (2), and (4) and 25.1443(e). The petitioner also identified additional conditions regarding the type, number, and location of fire extinguishers.
- Environmental control system setting requirements to minimize the likelihood that smoke would enter the flight deck, and to maximize the ability of a crewmember to detect a fire.
- Revisions to air carrier operating manuals, including emergency procedures, that address operations with cargo in seats, to include: listing of minimum number of additional crew members on the main deck (at least two) necessary to respond to fire; description of main deck fire emergency procedures based on manual firefighting; listing of duties associated with inspecting cargo; procedures for decompression notification; and information regarding seats that must be occupied during taxi, takeoff, and landing and emergency scenarios.
- Training on any revised procedures for crewmembers and training for any “cabin occupants” regarding fire-fighting, use of emergency equipment, and operation of emergency exits and evacuation procedures.

Finally, the petitioner requests that the FAA forgo publication of the Petition for Exemption in the *Federal Register* because the petitioner contends that any delayed action on the Petition would adversely affect its members.

The FAA’s analysis is as follows:

The FAA finds that there is good cause under 14 CFR § 11.87(c) not to publish a summary of the petition in the *Federal Register*. Delaying action on the petition would have an adverse and immediate impact on certificate holders’ ability to provide continuous critical aviation operations essential to the public interest.

Under the unprecedented circumstances associated with the COVID-19 public health emergency, the FAA finds that partially granting the requested exemption through December 31, 2020 is justified. The FAA agrees that this relief is in the public interest because it supports the continuity of air transportation, which is essential, especially during this national emergency. Part 119 certificate holders conducting operations under part 121 are a key part of the United States infrastructure that transports cargo, including food, medical supplies, mail, and other goods. The stability of the U.S. transportation infrastructure is particularly critical at this time because of the increased and immediate demand for medical supplies and other essential cargo prompted by the COVID-19 public health emergency. As passenger-carrying part 121 flights may commonly carry “belly cargo” in the lower deck, the decline of passenger-carrying flights because of COVID-19 diminishes available air freight capacity.

In support of responding to impacts of the COVID-19 public health emergency, this exemption would reduce the risk of interruption in the movement of critical cargo by enabling certificate holders with aircraft currently configured for passenger transportation to carry additional cargo instead. Granting this exemption through December 31, 2020 supports the sustainment of this critical component of the U.S. transportation infrastructure during the public health emergency and while passenger demand remains depressed, which may persist past the public health emergency. Furthermore, given the urgent need for sustaining continuity in air transportation, it would not be feasible for the FAA to address, in a timely manner, ad hoc requests for relief from certificate holders individually.

In view of the extraordinary situation presented by the COVID-19 outbreak, the FAA finds that the exemption granted here through December 31, 2020 will not result in an unacceptable risk to aviation safety as long as operations under this exemption comply with the conditions and limitations outlined below. Critically, some of the conditions and limitations of this exemption require certificate holders to address particular safety concerns with respect to the carriage of cargo: restraint and loading, fire risk and hazard mitigation, and crewmember training. Compliance with the conditions and limitations allows operators to transport cargo on passenger seats without unacceptable risk and allows the FAA to maintain effective oversight of a certificate holder's new type of operation.

The main deck of an airplane configured with a passenger compartment does not meet the varying design standards applicable to cargo compartments, all of which exist to mitigate a wide variety of risks involved in carrying cargo. For example, cargo compartment design standards isolate airplane occupants from the cargo and provide controlled loading criteria to require proper restraint within weight and balance limitations. The FAA also requires cargo compartments to include fire protection measures such as fire detection, means of fire suppression, means to prevent smoke from entering into areas of the airplane that people occupy, or protection of the critical systems and structure using a cargo compartment liner. In contrast, passenger compartments do not include these critical cargo compartment design requirements for fire containment and, in some cases, suppression. Thus, the conditions and limitations of this exemption provide mitigations to address the intent of the cargo compartment requirements in §§ 25.855 and 25.857 through prevention, additional methods for detection, and the safe extinguishing of a fire if necessary.

For example, Condition and Limitation Nos. 4 through 7 serve to eliminate possible ignition sources by prohibiting hazardous materials, instituting controls for loading cargo near oxygen equipment or equipment containing lithium batteries,⁴ and requiring deactivation of certain systems. Condition and Limitation Nos. 11, 15 through 17, 19, and 20 provide a framework for fire detection and response by providing access to the cargo for frequent inspections for potential fire; sufficient crewmembers assigned to such duty; and, should a fire occur, sufficient fire extinguishing equipment. Operators' compliance with requirements to update procedures in the

⁴ The petitioner identified a condition and limitation that would restrict loading cargo into compartments where oxygen storage or generating equipment exists. The FAA agrees that cargo should not be loaded and transported in such stowage compartments. However, this proposed condition does not address the risk of fire associated with equipment with the lithium batteries. Thus, the FAA has added an additional mitigation to prohibit the loading of cargo in compartments with equipment containing lithium batteries.

operating manual and provide associated training required by Condition and Limitation No. 22 and 23 will enable all crewmembers to respond quickly and effectively by adhering to critical procedures to prevent and, if necessary, respond to an emergency involving a fire.

To address existing airplane weight and balance manual (WBM) limitations, Condition and Limitation Nos. 8 through 10 limit the weight and height of the cargo and provide a necessary procedure for operators to ensure proper restraint of the cargo, in observance of the applicable WBM limitations and criteria. As noted in Condition and Limitation 10, the FAA is not granting any relief from the requirements related to restraint of cargo. Thus, operators will have to develop methods to robustly secure the cargo using straps, nets, and other suitable means that attach to the main structural members of the seats. This will prevent hazard from cargo becoming loose in the cabin. Sections 91.9(a) and 121.153(a)(2) prohibit operations of airplanes that do not occur in accordance with approved manuals and that do not comply with all airworthiness rules, respectively. An airplane WBM is a required component of the Airplane Flight Manual, an approved manual. The WBM provides critical information and instruction on acceptable loading of the airplane to ensure structural safety and maintain the limits on weight and balance, center of gravity, and other criteria necessary for safe operation. WBMs for transport category airplanes configured with passenger compartments and seats do not currently address carriage of cargo on all passenger seats.

The petitioner sought relief from several provisions for which relief is not necessary. Section 91.9(b) requires the carriage of an approved Airplane Flight Manual (AFM). An operator does not need to alter an AFM to engage in the operations allowed by this exemption; thus, relief from § 91.9(b) is unnecessary. Similarly, § 121.153(a)(1) requires the existence and carriage of an airworthiness certificate for each airplane used in operations under part 121. Relief from this requirement is neither appropriate nor necessary to conduct the operations contemplated by this exemption. Further, relief from § 121.337(b)(9)(iii) is also unnecessary, as this provision provides an alternative method for seeking relief (i.e., through a deviation), if necessary.

Additionally, the petitioner requested relief to allow the carriage of “deadheading crewmembers” on all-cargo operations under this exemption. The petitioner did not identify a specific regulation from which relief would be necessary to allow the carriage of such persons during the operations contemplated by this exemption. The FAA has, however, determined safety requires limiting the number of persons on board an airplane engaged in operations under this exemption; because all persons on board would be exposed to the hazards associated with a cargo fire, minimizing that number will minimize the associated risk. *See* Condition and Limitation No. 3.

Although the petitioner sought an exemption lasting two years, in the FAA’s judgment too much uncertainty exists in the present situation about how circumstances might evolve over that lengthy a period into the future. Balancing all considerations, the FAA determines that an exemption through December 31, 2020 is appropriate at this time. The FAA reserves its discretion later to consider a possible extension of the relief granted here, if warranted and under appropriate conditions and limitations.

Because A4A is a trade association and not a certificate holder, the FAA cannot grant A4A an exemption from FAA operating requirements. Accordingly, the FAA will partially grant the relief requested by A4A to its members that are 14 CFR part 119 certificate holders conducting

operations under part 121 and all other 14 CFR part 119 certificate holders conducting operations under part 121, when appropriately requested. To make this exemption effective, each affected certificate holder must submit to the FAA a request to use this exemption and affirm its intentions to comply with the conditions and limitations of this exemption.

Condition and Limitation No. 1 requires those members of A4A that intend to exercise the relief provided in this exemption to submit a Letter of Intent to use the relief provided in FAA Exemption No. 18561 prior to conducting any operation under Exemption No. 18561. Letters of intent should be submitted by email to the following address: 9-AVS-AFS200-COVID-Exemptions@faa.gov. The FAA will place the letters in the exemption docket in the Federal eRulemaking Portal at: <http://www.regulations.gov>. Certificate holders should retain documentation to verify proper and timely submission of the Letter of Intent. Given the time sensitive nature of the relief required, the FAA will also accept Letters of Intent from other part 119 certificate holders conducting operations under part 121 that are not members of A4A.

As outlined in Condition and Limitation No. 2, each certificate holder seeking to use this exemption must first obtain authorization through the entry of this exemption into Operations Specification (OpSpec) A005. The FAA will not enter this exemption in OpSpec A005 until the principal operations inspector confirms operating manual updates and crewmember training. Additionally, prior to authorizing the use of this exemption through OpSpec A005, the FAA will verify that the certificate holder has assessed the potential risks concerning fire hazards and identified the appropriate mitigations (i.e., additional fire extinguishers and crewmembers) for the operations described in the concept of operations.

The FAA's Decision

In consideration of the foregoing, I find that a partial grant of exemption is in the public interest. Therefore, pursuant to the authority contained in 49 U.S.C. §§ 106(f), 40113, and 44701, delegated to me by the Administrator, part 119 certificate holders conducting part 121 operations are hereby granted an exemption from 14 CFR §§ 91.9(a) and 121.153(a)(2). The petition is granted to the extent necessary to allow affected part 119 certificate holders conducting operations under part 121 to carry cargo on passenger seats on the main deck of transport category airplanes when no passengers are being transported, without classifying the main deck as one of the compartments defined in 14 CFR § 25.857.

This exemption is subject to the conditions and limitations below.

Conditions and Limitations

1. This exemption applies only to 14 CFR part 119 certificate holders that have submitted a Letter of Intent to the FAA at the following address: 9-AVS-AFS200-COVID-Exemptions@faa.gov. The Letter of Intent must state the certificate holder's intention to exercise the relief granted in this exemption and affirm the intention to act consistently with the conditions and limitations herein.

2. This exemption applies only to part 119 certificate holders that have been granted authorization by their assigned principal operations inspector in operations specification A005.
3. This exemption does not apply to operations carrying passengers. Certificate holders may only carry persons described at §§ 121.583(a)(1), (a)(2), (a)(3), and (a)(4)(i) during operations conducted under this exemption.
4. Certificate holders may not transport dangerous goods (hazardous materials as covered in 49 CFR parts 171 through 178) on the main deck of any airplane being used to conduct operations under this exemption.
5. Certificate holders must disable or deactivate passenger convenience and other cabin systems not necessary for safety or normal operations (e.g., in-flight entertainment systems installed in seats, in-seat power, galley systems, and any other heat generating systems) on any airplane used to conduct operations under this exemption, prior to such operation.
6. Certificate holders must deactivate any automatic activation of the passenger oxygen system on any airplane used for conducting operations under this exemption, prior to such operation.
7. Certificate holders may not load cargo in any stowage compartment (including stowage compartments with internal dividers) containing portable oxygen bottles, protective breathing equipment, or equipment containing lithium batteries. The certificate holder must identify or lock each such compartment prior to cargo loading. Certificate holders may not install portable oxygen, or any equipment containing a lithium battery, on any exposed wall surface.
8. Cargo loaded on a seat must not exceed 50 lbs. per seat place, or 110 lbs. in a single package per triple seat, and must not extend above the seatback height. A certificate holder may exceed the limits specified in this condition and limitation only upon receiving written approval prior to operation. Any request for such approval must be submitted to the certificate holder's principal operations inspector and include the following information: the requested cargo weight per seat place, the proposed method of restraint, and the substantiation data that supports the request.
9. Cargo stowed under seats must not exceed 20 lbs. per seat place.
10. Certificate holders must restrain all cargo loaded on each seat, using the primary load path of the seat so that each cargo installation is restrained to the load factors specified in 14 CFR § 25.561 and complies with all other applicable structural retention requirements. Primary load path elements include:
 - a. The seat belt;
 - b. Seat beams (cross tubes); and

- c. Seat legs.
11. Certificate holders must load all cargo in a manner that allows sufficient access to the cargo to allow effective firefighting. Compliance with this condition will include certificate holders adhering to the following requirements:
 - a. All aisle(s) must meet the minimum width dimensions specified in § 25.815 for airplanes with a seating capacity of 10 or fewer passengers.
 - b. Certificate holders must load any cargo loaded on the main deck of a twin aisle airplane so that, in each section of the main deck, there is a means to cross from one aisle to the other aisle at approximately equal distance from the existing cross-aisles. (An empty seat row provides sufficient access from one aisle to the other.)
 12. Certificate holders must not load or restrain cargo in any manner that obstructs decompression vents or airflow when the vents are activated.
 13. Certificate holders must provide each person occupying the main deck of the airplane at the time of operation with portable oxygen equipment that meets §§ 25.1439(b)(1)(2) and (4) and 25.1443(e).
 14. Certificate holders must ensure that each crewmember whose duties on board the airplane include fire detection and firefighting on the main deck carry the equipment provided under Condition and Limitation No. 13, during their inspections required by Condition and Limitation No. 19.
 15. Certificate holders conducting operations authorized by this exemption must make the following fire extinguishers available on the main deck:
 - a. Two Underwriters Laboratories (UL) 2A (2-1/2 gallon) rated water portable fire extinguishers, or an equivalent amount of water carried in no more than 5 containers;
 - b. At least two fire extinguishers with a minimum UL 4A-80B: C-rating or equivalent;⁵ and
 - c. The quantity and type of fire extinguishers identified in the certificate holder's safety risk assessment required by Condition and Limitation No. 23 in addition to the number required by Condition and Limitation No. 15a and 15b.
 16. Certificate holders must locate the fire extinguishers required by Condition and Limitation No. 15 next to the seats occupied by persons identified in Condition and Limitation No. 20e. Certificate holders may provide additional fire extinguishers

⁵ Four UL 2A-10B: C extinguishers is equivalent to two fire extinguishers with a minimum UL 4A-80B: C-rating.

identified in Condition and Limitation No. 15 at locations that the operator determines would be effective in providing fire protection.

17. Certificate holders must configure the Environmental Control System (ECS) settings of any airplane used to conduct an operation authorized under this exemption, prior to such operation, to minimize the likelihood smoke would enter the flight deck, and to maximize the ability of a crewmember to detect a fire, including:
 - a. Adapt the ECS setting to the number of aircraft occupants.
 - b. If configured with Gasper outlets, turn them to closed/off position for all phases of flight.
18. The minimum number of required crewmembers required for each operation under this exemption is as follows: at least two crewmembers whose duties are to detect and fight a fire and relay information to the flight crew; and any additional crewmembers identified by the certificate holder through a safety risk assessment that considered, at a minimum, the size of the airplane, the length of flight, and the availability of alternate airports.
19. Crewmembers assigned to inflight fire-fighting duties must make a visual inspection of the cargo on a regular basis, not exceeding 30 minute intervals including prior to taxi, takeoff, and landing.
20. Certificate holders must revise the operating manual required by § 121.133 to:
 - a. Identify the minimum number of additional crewmembers required on the main deck under Condition and Limitation No. 18 during an operation conducted under this exemption;
 - b. Include procedures for crewmembers assigned to inflight fire-fighting duties to make a visual inspection of the cargo on a regular basis, not exceeding 30 minute intervals including prior to taxi, takeoff, and landing;
 - c. Include procedures for crewmembers who must carry portable oxygen equipment, or equivalent, when making the inspection required by Condition and Limitation No. 19;
 - d. Include procedures for the flight crewmembers to notify crewmembers in the main deck in case of a decompression;
 - e. Identify which seats must be occupied during takeoff and landing and in emergency situations such as turbulence or decompression, unless each such seat is individually so placarded;
 - f. Include a main deck fire emergency procedure based on manual firefighting; and

- g. Update any additional existing procedures (including emergency procedures that result from Condition and Limitation 18 and 19), consistent with the conditions and limitations of this exemption.
21. Certificate holders must provide training to each crewmember who will perform duties on an operation authorized by this exemption, prior to the crewmember's performance of such duty, on any procedure that is new or has been revised in order to comply with this exemption, and on all applicable means of compliance with the conditions and limitations of this exemption.
 22. Certificate holders must provide any main deck occupant, other than a crewmember assigned to duty during flight, with a briefing regarding the use of all emergency equipment, including portable oxygen systems, and on the operation of emergency exits and evacuation procedures.
 23. Any part 119 certificate holder requesting to use this exemption must provide the following information to its assigned principal operations inspector:
 - a. A concept of operations listing the airplanes the certificate holder proposes operating, a description of the anticipated frequency of the operations, and a description of the flights the certificate holder plans to conduct.
 - b. Verification that the certificate holder has completed a safety risk assessment to determine the type and quantity of additional fire extinguishers necessary on the main deck. The safety risk assessment must include statements indicating whether additional fire extinguishers of a particular type need to be installed in the main deck in addition to the fire extinguishers identified in Condition and Limitation No. 15a and 15b.
 - c. Verification that the certificate holder has completed a safety risk assessment to determine whether any additional crewmembers are required during an operation under this exemption. The safety risk assessment should include statements indicating whether more than two crewmembers are required for the operation, in accordance with Condition and Limitation No. 18.
 24. Part 119 certificate holders conducting operations under part 121 may operate outside of the United States under this exemption, unless otherwise prohibited by a foreign country. Crewmembers must have in their physical possession, or readily accessible in the airplane, a copy of this grant of exemption when exercising the relief provided. In accordance with the Convention on International Aviation (Chicago Convention), and its Annexes, crewmembers must present a copy of this grant of exemption for inspection upon request by a foreign civil aviation authority.

If you request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2020-0429 (<http://www.regulations.gov>).

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

This exemption terminates on 12/31/2020, unless sooner superseded or rescinded.

Issued in Des Moines, Washington, on May 20, 2020.

/s/

James E. Wilborn,
Acting Manager, Transport Standards Branch
Policy and Innovation Division
Aircraft Certification Service