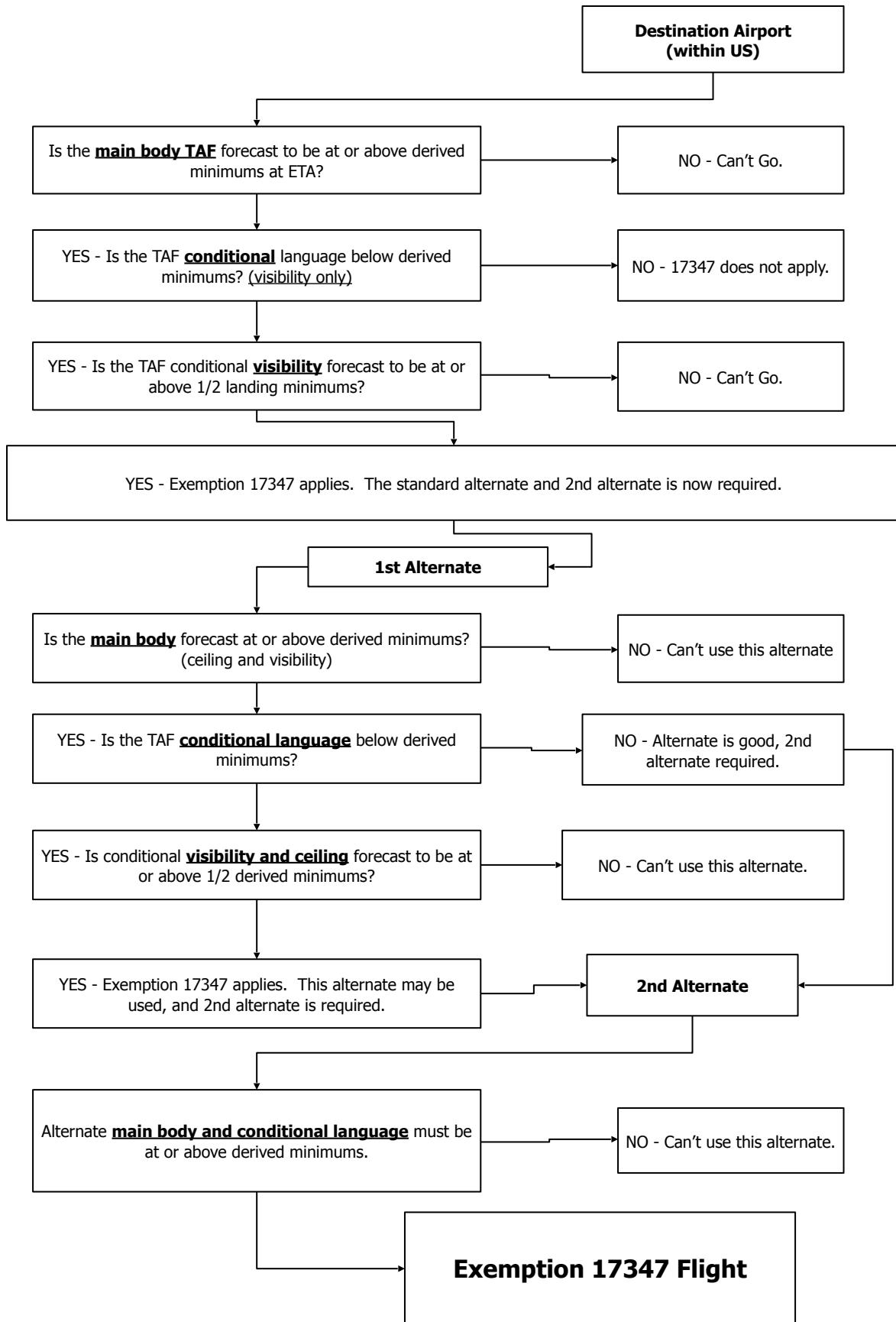


# Exemption 17347 Flowchart





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

Aviation Safety

800 Independence Ave  
Washington, DC 20591

April 6, 2021

Exemption No. 17347B  
Regulatory Docket No. FAA-2017-0229

Mr. William Whyte  
VP, Aviation Operations & Technical Services  
Regional Airline Association  
1201 15<sup>th</sup> Street, NW, Suite 430  
Washington, DC 20005

Dear Mr. Whyte:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 17347A, as amended. 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 February 18, 2021, you petitioned the FAA on behalf of Regional Airline Association (RAA) for an extension of Exemption No. 17347A, as amended. That exemption from §§ 121.613, 121.619(a), and 121.625 of Title 14, Code of Federal Regulations (14 CFR) to the extent necessary to allow RAA member airlines to (1) dispatch an airplane to a destination airport; and (2) list an alternate airport for that destination airport under instrument flight rules when conditional language in a one-time increment of the weather forecast states that the weather at the destination, alternate airport, or both airports could be below the authorized weather minimums when other time increments of the weather forecast state the weather conditions will be at or above the authorized weather minimums.

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 RAA.

The FAA has determined that the justification for the issuance of Exemption No. 17347A, 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 your exemption from §§ 121.613,

121.619(a), and 121.625, allowing Regional Airline Association member airlines to (1) dispatch an airplane to a destination airport; and (2) list an alternate airport for that destination airport under instrument flight rules when conditional language in a one-time increment of the weather forecast states that the weather at the destination, alternate airport, or both airports could be below the authorized weather minimums when other time increments of the weather forecast state the weather conditions will be at or above the authorized weather minimums, subject to the following conditions and limitations.

### **Conditions and Limitations**

1. Each certificate holder must list one additional alternate airport in the dispatch release whenever the Aviation Routine Weather Report (METAR), Terminal Aerodrome Forecast (TAF), or any combination thereof for the destination airport or first alternate airport indicate, by the use of conditional words in the remarks section of such METAR or in one or more time increments of the TAF, that the forecast weather conditions for the destination and the first alternate airport could be less than the authorized weather minimums for those airports. However, the METAR or TAF must indicate in another time increment that the weather conditions for the destination, first alternate, and second alternate airports are forecast to be not less than the applicable authorized weather minimum values as follows —
  - a. With respect to the destination airport, the forecast weather conditions must not be less than one-half of the lowest weather minimum visibility value established for the instrument approach procedure expected to be used for an instrument approach at the destination;
  - b. With respect to the first alternate airport, the forecast weather conditions must not be less than one-half of the alternate weather minimum ceiling and visibility values specified in the certificate holder's operations specifications for that airport; and
  - c. With respect to the second alternate airport listed in the dispatch release pursuant to this exemption, the METAR, the appropriate time increment of the TAF, or any combination thereof for that airport must indicate in the main body and remarks section of the METAR or TAF that the forecast weather conditions will be at or above the alternate airport weather minimum ceiling and visibility values specified in the certificate holder's operations specifications for that airport.

Note: The use of area navigation (RNAV) instrument approach procedures in determining minimums is limited to destination airport or alternate(s). The operator can not base the dispatch on RNAV only approaches at both the destination and alternate airports.

2. No person may dispatch or take off an airplane when operating under the terms of this exemption unless the airplane has enough fuel (considering the fuel planning requirements in §121.647) —
  - a. To fly to the airport to which it is dispatched;

- b. Thereafter, to fly to and land at the most distant alternate airport for the airport to which it is dispatched, taking into consideration the anticipated air traffic control routing; and
  - c. Thereafter, to fly for 45 minutes at normal cruising fuel consumption.
3. Each certificate holder's pilot in command, while en route, must ensure by way of air-to ground communication with the certificate holder's dispatch center and other appropriate facilities, that the pilot is receiving the most current METAR and TAF for the destination airport and the alternate airports. This current weather information must be used when making a decision to proceed to an alternate airport for landing.
4. Before commencing operations in accordance with this exemption, each certificate holder must obtain the approval of the appropriate FAA certificate-holding district office. Each certificate holder must ensure that the conditions and limitations listed herein are included in its approved manual(s) for the use and guidance of its flight and ground operations personnel.

If you request an extension to this exemption, please submit your request by using the Regulatory Docket No. FAA-2017-0229 (<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. 17347A to 17347B and extends the termination date to May 31, 2023 unless sooner superseded or rescinded.

Sincerely,

/s/

Robert C. Carty  
Deputy Executive Director, Flight Standards Service

Enclosure

**Attachment 1**

The relief provided by Exemption No. 17347B is limited to the air carriers listed below:

**RAA Member Airlines:**

Air Wisconsin Airlines

Cape Air

CommutAir

Empire Airlines

Endeavor Air

Envoy Air

GoJet Airlines

Horizon Air

MESA Airlines

Piedmont Airlines

PSA Airlines

Republic Airways

SkyWest Airlines