



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

14 CFR Part 91 Operations

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Part B

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
046 Operations in Reduced Vertical Separation Minimum (RVSM) Airspace	01/24/2014	07/19/2016	4



Letter of Authorization
Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

1. The operator, Xcel Energy, is authorized to conduct operations within airspace designated as Reduced Vertical Separation Minimum (RVSM) airspace in accordance with the limitations and provisions of this Letter of Authorization (LOA) and is subject to the conditions that all operations conducted within RVSM airspace are in accordance with:

- a. Title 14 CFR Part 91, Section 91.703, and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2, and
- b. Title 14 CFR Part 91, Section 91.180, Operations within airspace designated as Reduced Vertical Separation Minimum airspace, and
- c. Title 14 CFR Part 91 Appendix G.

2. Authorized Airplanes. The operator is authorized to use the airplanes listed below for operations in designated RVSM airspace when the required altitude-keeping equipment is approved and maintained in accordance with an approved RVSM maintenance program:

Table 1 – Airplanes Approved for RVSM

Serial Number	Registration Number	Airplane M/M/S	Remarks
680-0112	N329JC	CE-680	as per AFM
680-0266	N686HC	CE-680	as per AFM
LJ45-106	N145XL	LR-45-45	as per AFM

3. Crew Training. Crew training conducted by Air Training International (ATI) or a Part 142 approved training center. In accordance with 14 CFR Sections 91.3 and 91.703(a)(1)(2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action) crews are responsible for policies and procedures in areas of operations where flights are conducted.

4. Responsible Person. This person should be the individual person who will be the operator, or, if the operator is a legal entity, then an officer, employee or person who that entity has contracted with in order to act on behalf of the legal entity with respect to the RVSM authorization. This person must be a U.S. citizen, or a person who holds a U.S. pilot certificate and who accepts responsibility for complying with the stated regulations.

a. If the Responsible Person named on this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number of the Responsible Person in Table 2:

Table 2 – Responsible Person

Name	E-mail Address	Telephone Number
Pawloski, Michael R.	michael.r.pawloski@xcelenergy.com	763-258-7558



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5. RVSM Point of Contact (POC). If the operator has decided to use a separate individual other than the Responsible Person to fulfill this role, then the POC will be listed in Table 3, otherwise the Responsible Person will be listed in Table 2 and Table 3.

- a. The POC is the individual the FAA should first contact with respect to the operator's RVSM-Compliant Aircraft operations and maintenance status.
- b. If the POC is other than the Responsible Person that individual is not authorized to sign the LOA.
- c. Enter the name, email address, and telephone number of the RVSM Point of Contact in Table 3:

Table 3 - RVSM Point of Contact

Name	E-mail Address	Telephone Number
Pawloski, Michael R.	michael.r.pawloski@xcelenergy.com	763-258-7558

6. Deviation from RVSM requirements. In accordance with Section 91.180, the Administrator may authorize an operator to deviate from RVSM requirements for a specific individual flight in RVSM airspace if:

- a. The operator submits an appropriate request with the air traffic control (ATC) center controlling the airspace in advance of the operation.
 - b. At the time of filing the flight plan for the flight, ATC determines that the airplanes may be provided appropriate separation and the flight will not interfere with, or impose a burden on other operators.
7. A copy of this LOA must be kept on the applicable aircraft while operating in RVSM airspace.

HQ Control: 01/24/2014

HQ Revision: 01b



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This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Daniel Lencowski, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 7/19/2016, [2] AMENDMENT #: 4
DATE: 2016.07.19 07:15:26 -05:00

I hereby accept and receive this Waiver or Authorization.

Michael R. Pawloski 7/25/16

Pawloski, Michael R., Responsible Person - RVSM Date



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Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
095 MMEL Used as an MEL	07/26/2013	07/19/2016	4



Letter of Authorization
MMEL Used as an MEL

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Section 91.213 (a)(2) and authorizes the operator listed at the bottom of this document *only* (herein referred to as *operator*) to operate the aircraft listed in Table 1 below under the master minimum equipment list (MMEL), using it as a minimum equipment list (MEL).

Table 1 – Aircraft Identification

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S
LJ45-106	N145XL	LR-45-45
680-0266	N686HC	CE-680
680-0112	N329JC	CE-680

2. This LOA and the MMEL with the procedures document constitute a supplemental type certificate for the aircraft and must be carried on board the aircraft as prescribed by Section 91.213 (a)(2), and are considered the approved MEL.
3. Operations must be conducted in accordance with the MMEL and the procedures document.
4. The operator must develop Operations and Maintenance (O and M) procedures that correspond with those listed in the MMEL.
 - a. Operations and maintenance (O and M) procedures for the accomplishment of rendering items of equipment inoperative must be developed by the operator.
 - b. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications and other appropriate sources.
 - c. Such operations or maintenance procedures must be accomplished in accordance with the provisions and requirement of Title 14 Part 91, Part 145, or Part 43, as appropriate.
5. The operator must also list the "as required by FAR" by specific part and section of the applicable regulations or state the operational requirements/limitations for dispatch.
 - a. These items must be contained in a document separate from the MMEL and must accompany the MMEL, preamble and this LOA.
 - b. They must all be on board the aircraft anytime it is operated.
6. A means of recording discrepancies and corrective actions must be in the aircraft at all times and available to the pilot-in-command.
 - a. Failure to perform O and M procedures in accordance with Part 91, Part 145 or Part 43, as appropriate, or to comply with the provisions of the MMEL, preamble, O and M procedures and other related documents, is contrary to the regulations and invalidates this LOA.



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b. All MMEL items that contain the statement “as required by FAR” must either state the regulation by part and section (i.e., 14 CFR Section 91.213) with the appropriate CFR carried aboard the aircraft, or the operational requirements/limitations required for dispatch must be clearly stated.

c. When the MMEL is revised by the Flight Operations Evaluation Board (FOEB), the operator must obtain a copy of the revision from this Flight Standards District Office (FSDO), or the FSDO having jurisdiction, and incorporate any changes as soon as practicable including O's and M's as required. Revised MMEL's may also be obtained by downloading them from the Internet at fsims.faa.gov.

7. Equipment installed on this aircraft (other than Nonessential Equipment and Furnishings (NEF) such as galley equipment and passenger entertainment devices) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless a request is made to this FSDO (or subsequent FSDO that has jurisdiction) to seek relief from the FOEB, through a revision to the MMEL, at the earliest opportunity for the FOEB to convene.

a. If MMEL relief is sought, this FSDO (or subsequent FSDO) must be notified within 10 calendar days (including weekends and holidays) following installation. The operator may then conduct operations with the equipment inoperative for dispatch provided it is disabled, or rendered inoperative, in accordance with all applicable regulations.

b. It is the responsibility of the operator to endeavor to determine if O and/or M procedures must be developed for disabling, rendering inoperative or removal of the equipment. If so, any procedures that are developed must comply with all applicable regulations. If MMEL relief is not sought, the FSDO need not be notified following installation of the equipment.

8. Should the operator relocate its principal base of operations (address), it must notify, in writing, the losing FSDO advising them of the receiving FSDO that will have jurisdiction within 30 calendar days following relocation.

9. This LOA is issued without an expiration date and will remain valid until:

- a. Voluntarily surrendered by the operator, or
- b. The operator ceases to be the operator of the aircraft listed in Table 1 of this LOA, or
- c. It is surrendered or revoked for cause by the FAA, or
- d. The person signing this document relinquishes responsibility, or
- e. The aircraft changes ownership and should be removed, or
- f. An aircraft is no longer used for that operation and should be removed, or
- g. An aircraft needs to be added to the existing LOA, or
- h. An aircraft changes registration number.

10. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.



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- a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.
- b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA :

Table 2 – Responsible Person

Name	Email Address	Telephone
Pawloski, Michael R.	michael.r.pawloski@xcelenergy.com	612-215-4688

HQ Control: 07/26/2013

HQ Revision: 02c

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Daniel Lencowski, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 7/19/2016, [2] AMENDMENT #: 4
DATE: 2016.07.19 07:36:25 -05:00

I hereby accept and receive this Waiver or Authorization.

 7/25/16

Pawloski, Michael R., Responsible Person - RVSM Date