



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

## 14 CFR Part 91 Operations

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#### Part A

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
001 Issuance and Applicability	07/14/2011	08/01/2017	0
004 Summary of Authorizations	08/31/2004	08/01/2017	3



**Waiver or Letter of Authorization  
Issuance and Applicability**

1. These documents are issued to U S DEPARTMENT OF THE INTERIOR , whose principal base of operation is located at:

Primary Business Address:  
300 E. Mallard Drive  
Ste 200  
Boise, Idaho 83706-3991

Mailing Address:  
300 E. Mallard Drive  
Ste 200  
Boise, Idaho 83706-3991

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

- a. It is voluntarily surrendered by the operator,
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,
- c. It is surrendered or revoked for cause by the FAA,
- d. The person signing the authorizing document relinquishes responsibility,
- e. The aircraft changes ownership and should be removed from the authorizing document,
- f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,
- g. An aircraft or other equipment needs to be added to the existing authorizing document,
- h. An aircraft listed on the authorization changes nationality numbers,
- i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.



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4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011

HQ Revision: 020

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



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)  
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 0  
DATE: 2017.08.01 16:14:05 -05:00

**I hereby accept and receive this Waiver or Authorization.**

CRAIG, WALKER, Responsible Person-MMEL

Date



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### **Letter of Authorization** Summary of Authorizations

**The operator, in accordance with the reference documents, is authorized to:**

Operate aircraft using MMEL as an MEL.

Conduct restricted category civil aircraft operations by a Certificate of Waiver in accordance with 14 CFR Section 91.313(e) "Restricted category civil aircraft: Operating Limitations" for a specific period of time.

Reference  
Paragraphs  
D095

J551

HQ Control: 08/31/2004

HQ Revision: 000

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



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)  
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 3  
DATE: 2017.08.01 16:04:48 -05:00

**I hereby accept and receive this Waiver or Authorization.**

CRAIG, WALKER, Responsible Person-MMEL

8/28/17

Date



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#### Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
095 MMEL Used as an MEL	07/26/2013	08/01/2017	2



**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
100-007	N708	Kodiak-100-100
100-019	N736	Kodiak-100-100
100-021	N710	Kodiak-100-100
100-023	N769	Kodiak-100-100
100-029	N700FW	Kodiak-100-100
100-033	N758	Kodiak-100-100
100-035	N702	Kodiak-100-100
100-036	N723	Kodiak-100-100
1725	N612BR	BELL-206-B
190	N190PE	PC-12/45--
33207	N412PP	BHT-412-412
36219	N22PP	BHT-412-EP
36316	N11PP	BHT-412-EP
423	N49SJ	DHC-6-300
4372	N206RW	BELL-206-B3
4704	N351FW	AS-350-B2
51051	N33PP	BELL-206-L3
51139	N626	BELL-206-L3
BB-1238	N162GC	BE-200-200
BB-1378	N618	BE-200-200

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



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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.
  - 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](http://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.

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
CRAIG, WALKER	walker_craig@ios.doi.gov	208-433-5077

HQ Control: 07/26/2013

HQ Revision: 02c





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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 Rudy Rossi, Principal Operations Inspector (NM11)  
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 2  
DATE: 2017.08.01 16:05:34 -05:00

**I hereby accept and receive this Waiver or Authorization.**

08/25/17

CRAIG, WALKER, Responsible Person-MMEL

Date