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

14 CFR Part 91 Operations

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Letter of Authorization
Issuance and Applicability

1. These authorizing documents are issued to TARGET CORPORATION, whose principal base of operations is located at:

Principal Base of Operations:	Mailing Address:
6925 34TH AVE SOUTH	6925 34TH AVE SOUTH
Minneapolis, Minnesota 55450	Minneapolis, Minnesota 55450

2. A change in the principal 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 authorizing documents issued to the operator are still valid and not intended to be reissued due to a change in the operator's principal base of operations location.

b. If the operator relocates its principal base of operations listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards office of its new location and mailing address within 30 calendar-days following relocation and, if applicable, advise the losing Flight Standards office of the receiving responsible Flight Standards office to which the operator has relocated.

3. The attached waiver, authorization, and/or deviation documents are effective as of the "Date Approval is Effective" listed in each document, and those issued without an expiration date shall remain in effect as long as the operator listed in subparagraph 1 above continues to comply with all applicable regulations and the requirements, limitations, or provisions of each authorizing document, or until any of the following:

a. It is voluntarily surrendered by the operator for cancellation;

b. The operator ceases to be the operator of the aircraft listed in the applicable authorization;

c. It is canceled, rescinded, or revoked by the FAA;

d. The responsible person signing the authorizing document relinquishes responsibility;

e. The aircraft or listed equipment is no longer used for that operation and should be removed from the authorization;

f. The aircraft listed on the authorization change(s) registration number(s); or

g. The 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.

4. Responsible Person. 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, identify the responsible person replacement, and request an updated authorizing document. The responsible person should have ongoing knowledge of the operations of the aircraft and may be the individual

who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

a. The name, email address, and/or telephone number of the responsible person signing this LOA are listed in Table 1 below.

Table 1 - Responsible Person

Name	Email Address	Telephone No.
Tyson, Jeffery	Jeffery.Tyson@target.com	612-723-3342

HQ Control: 09/08/2021 HQ Revision: 02b

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

Digitally signed by Christopher Gregersen, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 2/9/2022, [2] AMENDMENT #: 8
DATE: 2022.02.09 14:59:45 -06:00

I hereby accept and receive this Waiver or Authorization.

7/31/23

Jeffery Tyson, Responsible Person - Flight Operations Date

Letter of Authorization

Summary of Authorizations

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

	Reference Paragraphs
Conduct data link communications.	A056
Conduct Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS).	B036
Conduct operations in North Atlantic High Level Airspace (NAT HLA)	B039
Conduct operations within RVSM Airspace.	B046
Conduct the specified EFVS operations under 14 CFR Part 91, § 91.176, in accordance with the limitations and provisions in C048.	C048
Authorized to conduct operations using Area Navigation (RNAV) GNSS Instrument Approach Procedures (IAP) in accordance with C052.	C052
Conduct IFR area navigation (RNAV 1) Instrument Departure Procedures (DPs) and Standard Terminal Arrival routes (STARs) published in accordance with 14 CFR Part 97, and/or tailored arrivals (TA).	C063
Use minimum descent altitude (MDA) as a decision altitude (DA) with vertical navigation (VNAV) on a nonprecision approach (NPA).	C073
Use a Minimum Equipment List for specific aircraft under the provisions of 14 CFR Section 91.213 (a)(2).	D195

HQ Control: 08/31/2004 HQ Revision: 000

U.S. Department of Transportation

Federal Aviation Administration

14 CFR Part 91 Operations

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] EFFECTIVE DATE: 7/21/2023, [2] AMENDMENT #: 15
DATE: 2023.07.24 10:20:50 -05:00

I hereby accept and receive this Waiver or Authorization.

Jeffery Tyson, Responsible Person - Flight Operations — Date: 7/31/23

Letter of Authorization
Data Link Communications

1. The operator TARGET CORPORATION is authorized to conduct data link communications in accordance with the limitations and provisions of this Letter of Authorization (LOA).

2. Authorized Aircraft and Equipment for Data Link Communications. The operator is authorized to conduct data link communications using the following aircraft and FAA-certified data link communication systems with the selected performance specified in Table 1:

Table 1 - Authorized Aircraft and Equipment for Data Link Communications

Aircraft M/M/S	Data Link System			Subnetworks	CSP	RCP	RSP	Limitations
	Manufacturer	Model	INTEROP Designator					
G280	Collins	CMU-4000	FANS 1/A (+) with push to load	VDL M0/A, VDL M2, SATCOM Iridium	Rockwell Collins/ARINC	RCP 240	RSP 180	N/A
GVII-G600	Honeywell	Symmetry	FANS 1/A (+) with push to load, ATN B1	VDL M0/A, VDL M2, SATCOM Inmarsat	Rockwell-Collins/ARINC, SITA	RCP 240	RSP 180	N/A

3. Pilot Training. The operator must provide training for pilots using data link communications. This training is conducted by an FAA approved vendor. Pilots must be knowledgeable of and comply with:

(a) All provisions applicable to the use and operation of the installed data link system; and

(b) Flight planning designators and requirements.

4. Aircraft Maintenance. The operator must maintain the aircraft and equipment listed in Table 1 using established maintenance procedures that address the applicable data link communication requirements. Additionally, the operator must:

a. Ensure the appropriate airworthiness requirements for the installed data link communication equipment.

b. Ensure maintenance personnel or contract maintenance personnel at facilities not staffed by the operator are able to properly implement digital communications-related maintenance procedures. This includes, but is not limited to, addressing installation, modification, correction of reported system discrepancies, use of test equipment, procedures, minimum equipment list (MEL) relief, and "return-to-service" authorizations.

c. Evaluate alterations to the aircraft and identify any changes to aircraft eligibility. The owner

of the design approval for the alteration must confirm the alteration did not affect the data link system. If the alteration affected the data link system, the owner of the design must provide a statement of compliance (SOC) to the associated interoperability requirements standards (INTEROP), subnetworks, and performance standards. The operator must determine aircraft eligibility after each alteration.

d. Ensure the aircraft's subnetwork communication coverage is adequate for the route flown. For adequate coverage, the operator may have to adjust their aircraft's media management parameters (e.g., where the system automatically switches from Very High Frequency Data Link (VDL) to satellite communications (SATCOM)).

5. Communication Service Provider(s) (CSP). The operator must ensure their CSP meets the specifications in Table 1. Agreements with the CSP must include:

a. Failure notification;

b. CSP performance allocations associated with the Required Communication Performance (RCP) and Required Surveillance Performance (RSP) in Table 1;

c. Recording data link messages;

d. CSP integrity; and

e. Adequate subnetwork coverage for the route of flight.

6. Performance Monitoring and Reporting. The operator must incorporate a performance monitoring and problem reporting process as part of their normal operations.

7. Limitations and Provisions. While conducting data link operations, the operator must continuously monitor voice communications.

8. Responsible Person. If the Responsible Person as the signee changes for this LOA, the Responsible Person or the operator should notify the issuing office of the change, identify the Responsible Person replacement, and request an updated authorizing document. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

a. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 – Responsible Person

Name	Email Address	Telephone
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

U.S. Department of Transportation
Federal Aviation Administration

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HQ Control: 10/05/2023 HQ Revision: 04a

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Administrative Change Only - Added missing Datalink ATN B1
[2] EFFECTIVE DATE: 1/16/2024, [3] AMENDMENT #: 16
DATE: 2024.01.16 13:54:48 -06:00

I hereby accept and receive this Waiver or Authorization.

1/24/24

Jeffrey Tyson, Responsible Person-CPDLC Date

Letter of Authorization
Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)

1. The operator listed at the bottom of this document is authorized to conduct operations within airspace designated as Required Navigation Performance (RNP) 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 the designated RNP Airspace are in accordance with 14 CFR Part 91, § 91.703, and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2.

2. Authorized Airplanes. The operator is authorized to use the airplanes listed in Table 1 below for operations in designated RNP airspace when the required equipment is operational and maintained in accordance with the airplane or equipment manufacturer's recommendations.

Table 1 - Authorized Airplane(s), Equipment

Airplane M/M/S	Long-Range Navigation Systems (LRNS)			Navigation Specification(s)	Additional Capabilities	Limitations	RNP Time Limits
	Manufacturer	Model/HW Part #	Software Part/Ver #				
G280	Rockwell Collins Collins FMS(3) Collins GPS(2) Honeywell IRS(1)	Proline Fusion FMC-6200 4000S Lasereef VI	V3.6 or later	RNP 2/RNP 4/RNP 10	N/A	RNP 2 Continental use only	N/A
GVII-G600	Honeywell FMS(3) GPS(2) IRS(3)	 EB60001034 NV-878A Laseref VI HG2205AB03	NG or later	RNP 2/RNP 4/RNP 10	N/A		N/A

3. Bundling Navigation Specifications. In Table 1, under the Navigation Specification(s) column, bundling of Advanced Required Navigation Performance (A-RNP), RNP 2, RNP 4, and RNP 10 may be authorized for equipment that meets the necessary performance

requirements for remote and oceanic operations. Lesser bundles are also available: RNP 2, RNP 4, and RNP 10 or RNP 4 and RNP 10 or RNP 10 only. As a minimum for A-RNP, the operator must be operationally and functionally qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP operator must have adequate continuity for the operation.

4. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify.

5. Crew Training. In accordance with §§ 91.3 and 91.703(a)(1) and (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.

6. Special Limitations and Provisions. The operator must conduct all operations using Multiple Long-Range Navigation Systems (M-LRNS) in accordance with the following limitations and provisions:

a. The operator must conduct all Oceanic and Remote Continental navigation operations so the airplane is continuously navigated to the degree of accuracy or RNP required for air traffic control (ATC). For areas where these accuracy and navigation performance standards have not been formally established, the LRNS must be used to continuously navigate the airplane so that the cross-track and/or the along-track errors will not exceed 25 nautical miles at any point along the flight plan route specified in the ATC clearance.

b. A LRNS fix may be substituted for a required en route ground facility when that facility is temporarily out of service, provided the approved navigation system has sufficient capability to navigate the airplane to the degree of accuracy or RNP required for ATC over that portion of the flight.

c. At RNP 2 flight release, at least two independent approved Global Navigation Satellite System (GNSS) navigation systems must be installed and operational; acceptable for primary means of Oceanic and Remote Continental navigation.

(1) In the event of a predicted, continuous loss of appropriate level of fault detection of more than 5 minutes for any part of the RNP 2 operation, the operator should revise the flight plan (e.g., delay the departure or plan a different route).

d. At RNP 4 flight release, at least two independent LRNSs must be installed and operational, with integrity such that the navigation system does not provide misleading information. The LRNS must be fitted to the airplane and form part of the basis upon which RNP 4 operational approval is granted. GNSS can be used as a standalone navigation system, as one of the sensors in a multisensor system, or as part of an integrated GNSS/inertial system.

(1) Twenty-five minutes is the maximum allowable time for which fault detection and exclusion (FDE) capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 4 operational approval. If predictions indicate that the maximum allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

e. At RNP 10 flight release, at least one of the navigation system configurations listed below must be installed and operational:

(1) At least two independent inertial navigation systems (INS);

(2) At least two flight management systems (FMS)/navigation sensor combinations (or equivalent);

(3) At least two independent approved GPS navigation systems acceptable for primary means of Oceanic and Remote Continental navigation in oceanic and remote areas;

(4) INS that use a mixed position solution (e.g., triple mix); or

(5) At least two approved independent LRNS from the list below:

- INS.
- FMS/navigation sensor combination (or equivalent).
- GPS navigation system approved for Oceanic and Remote Continental navigation in oceanic and remote areas.

(6) Thirty-four minutes is the maximum allowable time for which FDE capability is projected to be unavailable on any one event. This maximum outage time must be included as a condition of the RNP 10 operational approval. If predictions indicate that the maximum

allowable FDE outage will be exceeded, the operation must be rescheduled to a time when FDE is available.

7. Operation on Routes or in Areas where an RNP is Specified. Operations in areas or on routes where an RNP is specified must be conducted in accordance with the following limitations or provisions:

a. At flight release, one of the navigation system configurations listed in subparagraph 6c, d, or e must be installed, operational, and (as listed in subparagraph 2, Table 1) approved for the specified RNP (or better).

b. The operator must ensure that the airplane navigation system will provide the specified RNP for the planned flight time in the airspace and, if applicable, that the airplane will be operated in the RNP area of operation established using the RNP time limit listed in Table 1.

c. The ICAO flight plan filed with the Air Traffic Service Provider (ATSP) must show that the airplane and operator are approved for the specified RNP (or better.).

8. 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 letter of authorization becomes invalid.

b. The name, email address, and telephone number of the Responsible Person signing this LOA are listed in Table 2 below:

Table 2 - Responsible Person

Name	E-mail Address	Telephone Number
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

9. Deviations to RNP Requirements. The administrator may authorize an operator to deviate from RNP requirements for a specific individual

flight in airspace where an RNP is specified if the ATSP determined that the airplane will not interfere with, or impose a burden on other operators. Operations conducted under such authority will be conducted in accordance with the following limitations and provisions:

a. If fuel planning is predicated on en route climb to flight levels where RNP is normally required, an appropriate request must be coordinated in advance of the flight with the ATSP.

b. The appropriate information blocks in the ICAO flight plan filed with the ATSP must show that the airplane is **not** approved for the specified RNP.

c. At flight release, at least one of the navigation system configurations listed in 6c, d, or e, must be installed and operational.

HQ Control: 03/07/2016 HQ Revision: 01c

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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 Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Administrative Change Only. Removal of one aircraft.
[2] EFFECTIVE DATE: 10/3/2023, [3] AMENDMENT #: 15
DATE: 2023.10.03 09:43:33 -05:00

I hereby accept and receive this Waiver or Authorization.

Jeffrey Tyson, Responsible Person-RNP Oceanic — Date: 10/6/23

Letter of Authorization
Operations in North Atlantic High Level Airspace (NAT HLA)

1. The operator is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this letter of authorization (LOA) and the guidance contained in International Civil Aviation Organization (ICAO) Document 7030, Regional Supplementary Procedures, for the NAT region.

2. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas.

3. Required Flightcrew Training. Prior to operations in NAT HLA, flightcrew members must have completed the operator's training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the operator on the general requirements for planning and operating flights in oceanic and remote airspace.

4. The operator must also hold LOA B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of LOA B036 must be observed during NAT HLA operations with those airplanes.

(a) In the event an airplane listed in LOA B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph 5 below, are authorized without the operator being issued LOA B054.

5. The operator must hold LOA B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of LOA B054 must be observed during NAT HLA operations with those airplanes.

HQ Control: 06/10/2016 HQ Revision: 030

U.S. Department of Transportation

Federal Aviation Administration

14 CFR Part 91 Operations

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

Digitally signed by Chad W. Morley on behalf of Joanna Spiekermeier, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 7/24/2023, [2] AMENDMENT #: 14
DATE: 2023.07.24 10:22:21 -05:00

I hereby accept and receive this Waiver or Authorization.

	7/31/23
Jeffrey Tyson, Responsible Person-RNP Oceanic	Date

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

1. The operator, TARGET CORPORATION , 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, § 91.703, and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2.

b. Part 91, § 91.180, Operations within airspace designated as RVSM airspace.

c. 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 properly maintained:

Table 1 – Airplanes Approved for RVSM

Serial Number	Registration Number	Airplane M/M/S	Remarks
2156	N484EM	G280	
2164	N585PL	G280	
2192	N686BE	G280	
73115	N183T	GVII-G600	

3. Crew Training. In accordance with §§ 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 who will be the operator, or, if the operator is a legal entity, then an officer, employee, or person whom that entity has contracted in order to act on behalf of the legal entity with respect to the RVSM authorization.

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

b. The name, email address, and telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 – Responsible Person

Name	E-mail Address	Telephone Number
Tyson, Jeffrey	Jeffrey.Tyson@target.com	612-723-3342

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 an individual other than the Responsible Person that individual is not authorized to sign the LOA.

c. The name, email address and telephone number of the RVSM POC are listed in Table 3 below.

Table 3 - RVSM Point of Contact

Name	E-mail Address	Telephone Number
Tyson, Jeffrey	Jeffrey.Tyson@target.com	612-723-3342

6. Deviation from RVSM Requirements. In accordance with § 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 center (ATCC) controlling the airspace in advance of the operation.

b. At the time of filing the flight plan for the flight, air traffic control (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: 08/17/2016 HQ Revision: 01c

U.S. Department of Transportation

Federal Aviation Administration

14 CFR Part 91 Operations

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Administrative Change Only. Removal of one aircraft.
[2] EFFECTIVE DATE: 10/3/2023, [3] AMENDMENT #: 21
DATE: 2023.10.03 09:44:33 -05:00

I hereby accept and receive this Waiver or Authorization.

Jeffrey Tyson, RVSM - Responsible Person — Date: 10/9/23

U.S. Department of Transportation
Federal Aviation Administration

14 CFR Part 91 Operations

Letter of Authorization
Enhanced Flight Vision System (EFVS) Operations

1. The operator is authorized to conduct the Enhanced Flight Vision System (EFVS) operations under 14 CFR Part 91, § 91.176 specified in this Letter of Authorization (LOA).

2. Authorized Airplanes, Equipment, and EFVS Operations. The operator is authorized to conduct the EFVS operations using the airplanes and equipment listed in Table 1 below.

Table 1 - Authorized Airplanes, Equipment, and EFVS Operations

Airplane (M/M/S)	EFVS Equipment	EFVS Operation(s)
G280	EVS II	EFVS Operation to 100 feet Above TDZE, §91.176(b)
GA-V-SP	EVS I	EFVS Operation to 100 feet Above TDZE, §91.176(b)
GVII-G600	EVS III (SP)	EFVS Operation to 100 feet Above TDZE, §91.176(b)

3. Conditions and Limitations.

a. When authorized in Table 1 above for EFVS operations under § 91.176(a), the operator must only conduct those operations at airports that have weather reporting facilities reporting the latest visibility of at least RVR 1000 for the runway of intended landing or if RVR is not reported at least ¼ statute mile.

4. Responsible Person. This LOA is considered invalid until signed by the Responsible Person listed in Table 2, Responsible Person. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator. By signing this document, the Responsible Person assumes responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions of this LOA.

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

b. The name, email address, and/or telephone number of the Responsible signing this LOA are listed in Table 2 below.

Table 2 - Responsible Person

Name	Email Address	Telephone Number
Tyson, Jeffery	Jeffery.Tyson@target.com	612-723-3342

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

14 CFR Part 91 Operations

HQ Control: 02/06/2020 HQ Revision: 00b

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

Digitally signed by Joanna E. Spiekermeier, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 7/19/2023, [2] AMENDMENT #: 2
DATE: 2023.07.19 15:38:48 -05:00

I hereby accept and receive this Waiver or Authorization.

7/31/23

Jeffery Tyson, Responsible Person - Flight Operations Date

Letter of Authorization

Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima - All Airports

1. This Letter of Authorization (LOA) is provided to satisfy a request from foreign regulatory authorities for evidence of training and approval to fly Global Navigation Satellite System (GNSS)-based approaches. The operator is authorized to conduct operations using Area Navigation (RNAV) GNSS instrument approach procedures (IAP) to the lines of minima listed in Table 1 below. This LOA is not a comprehensive list of authorized approaches for the operator, but only a subset to address foreign GNSS-based approaches.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance (LNAV and/or LP)	Approaches With Vertical Guidance (LNAV/VNAV and/or LPV)	Precision Approach Procedures (GLS)
RNAV (GNSS) - LNAV RNAV (GNSS) - LP	RNAV (GNSS) - LNAV/VNAV RNAV (GNSS) - LPV	GLS

Note: Approval for RNAV (GPS) approaches may be extended to include approval for "RNAV (GNSS)" and/or "RNP" titled approaches in foreign States. Operator should consult applicable foreign Aeronautical Information Publications (AIP) and ensure navigation equipment equivalency. This approval does not extend to Required Navigation Performance (RNP) approaches with Authorization Required (AR).

2. Limitations and Provisions for IAPs at Foreign Airports.

a. Unless otherwise authorized by this LOA, the operator must not conduct any instrument flight rules (IFR) IAP at any foreign airport unless:

(1) All GNSS procedures have been constructed using criteria based on current FAA Order 8260 series criteria specified for that type of procedure, or International Civil Aviation Organization (ICAO) Doc 8168, Procedures for Air Navigation Services—Air Operations, or special criteria approved by the Flight Technologies and Procedures Division (AFS-400). Additionally, Satellite-based Augmentation System (SBAS)-specific procedures (LPV, LP and SBAS-based LNAV/VNAV) have been constructed using criteria authorized by the SBAS service provider, and State, as being compatible with the specified SBAS system performance;

(2) The provisions outlined in the State's AIP are met, including type of SBAS receiver (e.g., European Geostationary Navigation Overlay Service (EGNOS)-capable);

(3) The visibility, Runway Visual Range (RVR), or Converted Meteorological Visibility (CMV) is based on FAA Order 8260.3, United States Standard for Terminal Instrument Procedures (TERPS), the applicable European Union (EU) or European Aviation Safety Agency (EASA) regulation, or ICAO Doc 9365, Manual of All-Weather Operations; and

(4) The operator uses a procedure with minimum descent altitude (MDA) or decision altitude/height (DA/H) at or above 200 feet height above threshold (HATh).

b. RVR. Touchdown zone (TDZ) RVR reports, when available for a particular runway, are controlling for all approaches to and landings on that runway.

(1) The midpoint (MID) RVR and rollout (RO) RVR reports (if available) provide advisory information to pilots.

(2) Visibility values below ½ statute mile (sm) are not authorized and must not be used.

(3) The MID RVR report may be substituted for the TDZ RVR report, if the TDZ RVR report is not available.

c. Approach Procedures Using GNSS or SBAS. The operator is authorized to conduct GNSS- or SBAS-based instrument approach operations using the GNSS or SBAS equipment listed in their manufacturer-provided, FAA-approved Airplane Flight Manual (AFM)/Supplement (AFMS), pilot's operating handbook (POH), avionics manual, or similar document. This authorization to conduct approaches using GNSS or SBAS is subject to the following limitations and conditions:

(1) The airborne GNSS or SBAS navigation equipment to be used must be approved for IFR operations, certified for the intended operation (LPV, LNAV/VNAV, LP, LNAV or GLS), and must contain current navigation data.

(2) Both the GNSS constellation and the required airborne equipment must be providing the levels of availability, accuracy, continuity of function, and integrity required for the operation.

d. Foreign approach lighting systems compliant with the ICAO Annex 14 Standards and Recommended Practices (SARP) or equivalent to U.S. standards are authorized for nonprecision, APV, and precision instrument approaches. Sequenced flashing lights are not required when determining the equivalence of a foreign approach lighting system to U.S. standards.

e. For straight-in landing minima at foreign airports where an MDA or DA/H is not provided, the lowest authorized MDA or DA/H must be obtained as follows:

(1) When an Obstacle Clearance Limit (OCL) is specified, the authorized MDA or DA/H is the sum of the OCL and the airport elevation. The MDA may be rounded to the next higher 10-foot increment.

(2) When an Obstacle Clearance Altitude (OCA)/Obstacle Clearance Height (OCH) is specified, the authorized MDA or DA/H is equal to the OCA/OCH as adjusted by any operational requirement to increase the altitude/height. For nonprecision approaches, the authorized MDA may be expressed in intervals of 10 feet.

f. When conducting an IAP outside the United States, the operator must not operate an airplane below the prescribed MDA or continue an approach below the DA/H, unless the airplane is in a position from which a normal approach to the runway of intended landing can be made and at least one of the following visual references is clearly visible to the pilot:

(1) Runway, runway markings, or runway lights.

(2) Approach Light System (ALS) (in accordance with 14 CFR Part 91, § 91.175(c)(3)(i)).

(3) Threshold, threshold markings, or threshold lights.

(4) TDZ, TDZ markings, or TDZ lights.

(5) Visual glidepath indicator (i.e., Visual Approach Slope Indicator (VASI), precision approach path indicator (PAPI).

(6) Runway end identifier lights.

3. Crew Training. Crew training conducted by CAE and Flight Safety International. In accordance with §§ 91.3 and 91.703(a)(1) and (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 LOA is considered invalid until signed by the Responsible Person listed in Table 2. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator, or if the operator is a legal entity, the Responsible Person may be an officer, employee, or person duly designated to sign on behalf of the operator. By signing this document, the Responsible Person assumes responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions of this LOA.

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

b. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 - Responsible Person

Name	Email Address	Telephone Number
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

5. 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 IAP-compliant airplane operations and maintenance status.

b. If the POC is other than the Responsible Person, that individual is not authorized to sign the LOA.

c. The name, email address, and telephone number of the POC are listed in Table 3 below.

Table 3 - Point of Contact

Name	Email Address	Telephone Number
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

U.S. Department of Transportation

Federal Aviation Administration

14 CFR Part 91 Operations

HQ Control: 01/05/2022 HQ Revision: 00d

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

Digitally signed by Christopher Gregersen, Principal Operations Inspector (GL15)
[1] EFFECTIVE DATE: 2/9/2022, [2] AMENDMENT #: 3
DATE: 2022.02.09 15:09:40 -06:00

I hereby accept and receive this Waiver or Authorization.

7/31/23

Jeffery Tyson, Responsible Person - Flight Operations Date

Letter of Authorization

Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

1. The operator is authorized to conduct IFR RNAV 1 and/or RNP 1 instrument departure procedures (DP); RNAV 1 and/or RNP 1 Standard Terminal Arrival Routes (STAR) published in accordance with 14 CFR Part 97; and/or tailored arrivals (TA) using approved RNAV systems to the airports and runways approved for such operations, and must conduct all such operations in accordance with the provisions of this Letter of Authorization (LOA).

2. Bundling and Authorized Airplane/Equipment. In Table 1 below, listed under Navigation Specification(s) are six bundled options starting with Advanced RNP (A-RNP), RNP 1, TA, and RNAV 1. Lesser bundles are also available with the following options: RNP 1, RF, TA, and RNAV 1; RNP 1, RF, and RNAV 1; RNP 1, TA, and RNAV 1; RNP 1 and RNAV 1; or RNAV 1 only. As a minimum for A-RNP, the operator must be qualified for the following advanced capabilities: scalability, Radius to Fix (RF), and parallel offset. Additionally, the A-RNP certificate holder must have adequate continuity for the operation.

Table 1-Airplane(s), RNAV Equipment, Navigation Specification(s)

Airplane M/M/S	Compliant RNAV System(s) and Software			Navigation Specification(s)	Additional Capabilities	Limitations and Provisions
	Manufacturer	Model/HW Part #	Software Part/Ver. #			
G280	COLLINS	FMC-6200	V 3.6 or later	RNP 1/RF/RNAV 1	N/A	As Per AFM
GVII-G600	Honeywell	(3) FMS EB60001034	NG or later	RNP 1/RF/RNAV 1	N/A	As Per AFM

3. Additional Capabilities. Fixed Radius Transition (FRT) and/or Time of Arrival Control (TOAC) may be selected in Table 1 under Additional Capabilities for those who qualify for A-RNP.

4. The operator must maintain the airplane and equipment listed in Table 1 using an established maintenance program that addresses the applicable RNAV requirements.

5. Flightcrew Qualifications. Flightcrews should not conduct operations approved by this LOA until qualified in accordance with the operator's training program for RNAV 1 and/or RNP 1 DPs, RNAV1 and/or RNP 1 STAR operations, and/or TAs. Crew Training

conducted by CAE, Flight Safety International and company instructors .

6. 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 who 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. The name, email address and telephone number of the Responsible Person signing this LOA are listed in Table 2 below:

Table 2– Responsible Person

Name	Email Address	Telephone
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

HQ Control: 03/07/2016 HQ Revision: 01b

U.S. Department
of Transportation
Federal Aviation

14 CFR Part 91 Operations

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Administrative Change Only. Removal of one aircraft.
[2] EFFECTIVE DATE: 10/3/2023, [3] AMENDMENT #: 8
DATE: 2023.10.03 09:46:25 -05:00

I hereby accept and receive this Waiver or Authorization.

10/9/23

Jeffrey Tyson, Resp Person-RNAV DPs & STARs Date

Letter of Authorization

Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)

1. The operator is authorized to conduct operations using a minimum descent altitude (MDA) as a decision altitude (DA) when using vertical navigation (VNAV) as advisory information on a Nonprecision Approach (NPA). The operator is authorized to conduct instrument approach operations using the following airplanes and Area Navigation (RNAV) systems approved for these VNAV operations as listed in Table 1 below:

Table 1 - Authorized Airplanes and Equipment

Airplane Type (M/M/S)	Area Navigation System (Model/Version)	Remarks
G280	COLLINS FMC-6200 Proline Fusion 3.6 or later	As per AFM
GVII-G600	Honeywell FMS NG EB60001034	As per AFM

2. This Letter of Authorization (LOA) provides protection for the temporary altitude loss below the MDA when performing a missed approach at an MDA when used as a DA. The use of an MDA as a DA does not ensure obstacle clearance when continuing the approach from the MDA to the landing runway. The operator must see and avoid obstacles between the MDA and the runway when 14 CFR Part 91, § 91.175 requirements are met and the approach is continued below the MDA for landing.

Note: A vertical descent angle (VDA) is advisory. Flying the published VDA below the MDA does not guarantee obstacle clearance.

3. Authorized Approaches. The operator may use an MDA as a DA on all 14 CFR Part 97 nonprecision straight-in instrument approach procedures (IAP) the operator is approved to fly if the approach being flown meets the requirements of subparagraph a or b below:

a. Serves a runway that has a published RNAV IAP ("RNAV (GPS)," "RNAV (RNP)," or "GPS" in the title) with a published lateral navigation (LNAV)/VNAV or Required Navigation Performance (RNP) DA, and:

(1) Is selected from an approved and current database.

(2) Has the exact published final approach course as the RNAV IAP.

(3) The MDA is equal to or higher than the LNAV/VNAV or RNP DA.

(4) Has a published VDA coincident with or higher than the barometric vertical guidance (glideslope (GS)) on the published RNAV IAP. A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published lateral approach procedures with vertical guidance (LPV) and/or LNAV/VNAV DA.

b. Serves a runway that has a published instrument landing system (ILS), Global Positioning System (GPS) landing system (GLS), or RNAV IAP with LPV minima, and:

(1) Is selected from an approved and current database.

(2) Has the exact published final approach course as the ILS, GLS, or RNAV IAP.

(3) The MDA is equal to or higher than the ILS, GLS, or LPV DA.

(4) Has a published VDA coincident with or higher than the electronic GS on the published ILS, GLS, or RNAV IAP.

(A) A published VDA is not required on an ILS/Localizer (LOC) approach when the ILS GS is out of service and the approach is flown using LOC-only procedures.

(B) A published VDA is not required when using the LNAV minima line on an RNAV IAP that also has a published LPV and/or LNAV/VNAV DA.

4. VNAV Path Angle Limits. The VNAV path angle must be in the range of 2.75 to 3.77 degrees for Category A, B, and C airplanes and 2.75 to 3.50 degrees for Category D airplanes.

5. Operational Restrictions.

a. When operating into an airfield with a 14 CFR Part 139 Visual Glide Slope Indicator (VGSI), the following requirements must be met:

(1) The VDA or GS on the published final approach course must be coincident with or higher than the published VGSI descent angle.

(2) The published final approach course must be within plus or minus 4 degrees of the runway centerline (RCL).

Note: The operator must refer to the FAA Chart Supplement to verify that there are no VGSI restrictions if the final approach course is offset from the extended RCL.

b. The operator may use baro-VNAV as advisory information to an MDA when the airfield temperature is outside of the RNAV (GPS) or RNAV (RNP) IAP temperature range limitation if the following requirements are met:

(1) Do not use the MDA as a DA.

(2) The MDA must be equal to or higher than the DA.

(3) The MDA and DA must have the same published final approach course.

c. The VNAV path must cross at or above all stepdown fix altitudes. The stepdown fix crossing altitudes must be referenced on the barometric altimeter.

d. The operator may use a continuous descent final approach (CDFA) to an MDA not being used as a DA, but will begin the missed approach at an altitude above the MDA that will not allow the airplane to descend below the MDA.

6. Training. The operator must be proficient in VNAV procedures and the IAPs being flown before conducting any operations authorized by this LOA.

7. Responsible Person. This LOA is considered invalid until signed by the Responsible Person listed in Table 2, Responsible Person. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator, or if the operator is a legal entity, the Responsible Person may be an officer, employee, or person duly designated to sign on behalf of the operator. By signing this document, the Responsible Person assumes responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions of this LOA.

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

b. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 - Responsible Person

Name	Email Address	Telephone Number
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

HQ Control: 11/16/2022 HQ Revision: 00c

U.S. Department of Transportation

Federal Aviation Administration

14 CFR Part 91 Operations

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Administrative Change Only. Removal of one aircraft.
[2] EFFECTIVE DATE: 10/3/2023, [3] AMENDMENT #: 5
DATE: 2023.10.03 09:47:27 -05:00

I hereby accept and receive this Waiver or Authorization.

Jeffrey Tyson, Responsible Person-Crew Ops — Date: 10/9/23

Letter of Authorization
Minimum Equipment List (MEL)

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Part 91, § 91.213(a)(2) and authorizes the operator, TARGET CORPORATION, to operate the aircraft listed below in Table 1, Authorized Aircraft, using an operator-developed minimum equipment list (MEL). The operator-developed MEL must be based on the aircraft make, model, and series (M/M/S)-specific Master Minimum Equipment List (MMEL).

2. Operations to which § 91.213(a) applies must be conducted in accordance with the operator-developed MEL and this LOA; otherwise, relief under the provisions of § 91.213(a) is not available to the operator.

3. The operator-developed MEL and this LOA together are an approved MEL and constitute a Supplemental Type Certificate (STC) for the aircraft and must be available to the pilot in command (PIC) when operating under the provisions of § 91.213(a).

4. Authorized Aircraft. The operator named in subparagraph 1 above is authorized to use an operator-developed MEL for the aircraft listed in Table 1 below, provided the conditions and limitations of this LOA are met:

Table 1 – Authorized Aircraft

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S	Remarks
2156	N484EM	G280	None
2164	N585PL	G280	None
2192	N686BE	G280	None
73115	N183T	GVII-G600	None

5. The operator-developed MEL must never be less restrictive than the M/M/S-specific MMEL and must contain the following:

a. The operator's name, aircraft serial and registration numbers (or "Fleet"), aircraft M/M/S, and the MMEL revision number on which the MEL is based.

b. A table of contents.

c. A log of revisions.

d. Applicable definitions, per current MMEL Policy Letter (PL)-25, MMEL/MEL Definitions.

e. A preamble, per current MMEL PL-36, 14 CFR Part 91 MEL Approval and Preamble.

f. Control page(s) or list of effective page(s) (LEP).

g. Air Transport Association of America (ATA) or Joint Aircraft System/Component (JASC) coded system sections.

h. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the M/M/S-specific MMEL, based on the items installed on the operator's aircraft for which the operator desires MEL relief.

(1) The operator may use (M) and (O) procedures as published by the manufacturer, or use operator-developed (M) and (O) procedures that have been developed using the guidance provided in the manufacturer's Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), Aircraft Maintenance Manual (AMM), manufacturer's recommendations, engineering specifications, or other appropriate sources.

(2) The (M) and (O) procedures must meet the intent of the (M) and (O) provisos in the MMEL and must never be less restrictive than the MMEL.

(3) Such (M) or (O) procedures must be accomplished in accordance with the provisions and requirements of 14 CFR Part 43, 91, or 145, as appropriate.

i. The operator-developed MEL must address all items listed in the M/M/S-specific MMEL that contain the statement "as required by 14 CFR," based on the items installed on the operator's aircraft for which the operator desires MEL relief. The MEL will:

(1) List the specific 14 CFR part and section (e.g., 14 CFR Part 91, § 91.209) and carry the applicable 14 CFR section on board the aircraft; or

(2) Specify the operational requirements or limitations to conduct the flight in accordance with the applicable 14 CFR part and section.

j. The operator-developed MEL must adequately and safely address all applicable provisos and notes contained in the MMEL "Remarks or Exceptions" column.

6. The operator-developed MEL may include the relief available in an MMEL PL with a current Global Change (GC) designation, in an STC Relief Approval Letter (e.g., Design Change Approval Letter), or in a design change evaluated and approved by the responsible Flight Standards office. These relief documents are considered an approved addendum to the MMEL, and therefore, the requirements of subparagraph 5 above also apply to these documents.

7. A means of recording discrepancies and corrective actions must be within the aircraft and available to the PIC when operating under the provisions of § 91.213(a).

8. When a mandatory revision to the M/M/S-specific MMEL is published by the Flight Operations Evaluation Board (FOEB), within 90 calendar days of the date of the MMEL revision the operator must revise the operator-developed MEL and submit the revision to the responsible Flight Standards office. The revised operator-developed MEL is not valid until approved by the

responsible Flight Standards office. If the revised content of the MMEL is not applicable, the operator must document the inapplicability of the mandatory MMEL revision by revising the MEL control page(s) or LEP to indicate the MEL is in compliance with the mandatory MMEL revision. The operator will retain the previous, FAA-signed MEL control page(s) or LEP within the MEL.

9. Except for MEL revisions solely for the purpose of documenting the inapplicability of a mandatory MMEL revision, or to incorporate MMEL PL-25 or MMEL PL-36 revisions, the operator must submit a copy of an MEL revision to the responsible Flight Standards office for approval. Reissuance of this LOA is not required when a mandatory MMEL revision is not applicable to the operator-developed MEL.

10. Equipment installed on the aircraft authorized in Table 1 above (other than nonessential equipment and furnishings (NEF), such as galley equipment and passenger entertainment devices) that are not listed in the operator-developed MEL, or a relief document as specified in subparagraph 6 above, must be operational for flight.

11. This LOA is issued to, and valid only for, the operator named in subparagraph 1 above and the aircraft listed in Table 1 above. It is without an expiration date and will remain valid unless:

a. The operator fails to comply with the requirements of this LOA when operating under the provisions of § 91.213(a).

b. It is voluntarily surrendered by the operator for cancellation;

c. The operator ceases to be the operator of the aircraft listed in the applicable authorization;

d. It is canceled, rescinded, or revoked by the FAA;

e. The Responsible Person signing the authorizing document relinquishes responsibility;

f. The aircraft listed on the authorization change(s) registration number(s); or

g. The 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.

12. Responsible Person. If the Responsible Person as the signee changes for this LOA, the Responsible Person or the operator should notify the issuing office of the change, identify the Responsible Person replacement, and request an updated authorizing document. The Responsible Person should have ongoing knowledge of the operations of the aircraft and may be the individual who acts as operator or, if the operator is a legal entity, an officer, employee, or person duly designated to sign on behalf of the operator.

a. The name, email address, and/or telephone number of the Responsible Person signing this LOA are listed in Table 2 below.

Table 2 – Responsible Person

Name	Email Address	Telephone
Tyson, Jeffrey	Jeffery.Tyson@target.com	612-723-3342

HQ Control: 10/16/2023 HQ Revision: 00d

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

Digitally signed by Chad W. Morley, Principal Avionics Inspector (GL15)
[1] SUPPORT INFO: Template Update - No other changes
[2] EFFECTIVE DATE: 1/16/2024, [3] AMENDMENT #: 8
DATE: 2024.01.16 13:56:53 -06:00

I hereby accept and receive this Waiver or Authorization.

Jeffrey Tyson, Responsible Person-MMEL Date 1/24/24