

# Streamlined Part 91 Operational Approvals (Application)

## Overview



# What is Streamlined ?

The FAA approval process for obtaining certain LOAs has been streamlined under certain conditions. Processing time is reduced by making the review of aircraft capabilities, training compliance and procedures compliance more efficient, and by combining multiple LOAs in one application.



# Who can use the streamlined process?

Streamlined Part 91 Operational Approvals are available to Part 91 operators (excluding Part 91K) requesting a specific bundle of LOAs to operate an aircraft assembled and delivered directly from the aircraft manufacturer.



# What LOAs can be requested?

A Streamlined Operational Approval Application allows an operator to request up to **TEN** common LOAs in a single application

LOA	TITLE
A056	Data Link Communication
B036	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems
B039	Operations in North Atlantic Level Airspace (NAT HLA)
B046	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
B054	Oceanic RNP 10 Operations Using A Single Long-Range Navigation System
C048	Enhanced Flight Vision System (EFVS) Operations
C052	Straight-in Non-precision, Approach Procedure with Vertical Guidance (APV), and Category I precision Approach and Landing Minima – All Airports
C063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations
C073	Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/ Decision Height (DH)
D095	MMEL Used as an MEL

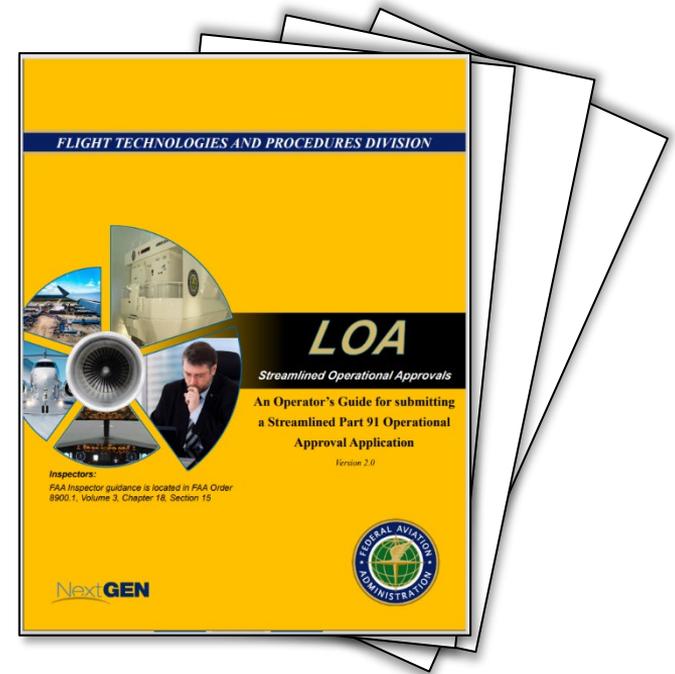


# How is an application Submitted?

Operators are encouraged to use a guide to help prepare an application for a Streamlined Operational Approval.

The most current guide can be downloaded from the [FAA's Streamlined Operational Approval Webpage](#).

The guide is designed to identify documentation that will assist the inspector in verifying eligibility for the LOAs requested.



# The Core of the Streamline Concept

The LOA process is streamlined by the use of the unique documents listed below. These documents are used by inspectors to verify eligibility for the LOAs more efficiently. The application cannot be streamlined without the necessary documents.

**ASOC - Aircraft Statement of Capability**

**TSOC - Training Statement of Compliance**

**PSOC - Procedures Statement of Compliance**



# Aircraft Statement of Capability (ASOC)

The ASOC is a document that lists operations an aircraft is capable of performing.

- Prepared by an *aircraft manufacturer* and accepted by FAA specialists
- Used as a quick reference to verify installed systems are eligible to conduct operations authorized in a LOA
- Used to help complete LOAs and verify proper flight plan coding

## ASOC

[INSERT OEM NAME OR LOGO HERE]

AIRCRAFT STATEMENT OF CAPABILITY FOR THE PART 91 STREAMLINED LOA APPLICATION	
Make:	
Model:	
Series:	
Aircraft Common Name:	

**Section 1 | Aircraft Capability**  
This aircraft, as manufactured or modified by the listed manufacturer-approved methods, complies with all FAA requirements for the following operations and is eligible for the Part 91 Streamlined LOA Application.

LOA	Operation	Compliant	Applicability	Remarks/ICAO Equipment Code
A056	Datalink FANS	<input type="checkbox"/>		ICAO Field 10: E2, E3, J3, M, S5, P2, D1 ICAO Field 18: DAT/[] SUR/[]
A056	Datalink ATM	<input type="checkbox"/>		Field 10: J1
B036	RNP-2	<input type="checkbox"/>		ICAO Field 10: 2 ICAO Field 18: NAV/RNP2
B036	RNP-4	<input type="checkbox"/>		ICAO Field 10: R ICAO Field 18: L1
B036	RNP-10	<input type="checkbox"/>		ICAO Field 10: R ICAO Field 18: A1
B039	NAT HLA	<input type="checkbox"/>		ICAO Field 10: X
B046	RVSIM	<input type="checkbox"/>		ICAO Field 10: W
B054	S-LRNS	<input type="checkbox"/>		?
C048	EFVS-to-100	<input type="checkbox"/>		N/A
C052	LPV minima	<input type="checkbox"/>		ICAO Field 10: B
C063	RNAV 1 / RNP 1	<input type="checkbox"/>		ICAO Field 18: O1
C073	MDA as DA	<input type="checkbox"/>		N/A
D095	MMEL as MEL	<input type="checkbox"/>		N/A

NOTE: AIRCRAFT IS CAPABLE, BUT LOA MAY REQUIRE DUE TO INSTALLATION

Any third-party modifications (non-OEM derived STCs) to the aircraft may invalidate the aircraft's eligibility to participate in the Part 91 Streamlined LOA Application.

Version Beta Template | 06APRIL2022



# Training Statement of Compliance (TSOC)

A document listing courses offered by a training provider that contain content necessary for authorizing an LOA

- Prepared by a *training provider* and accepted by FAA specialists
- Used as a quick reference to verify a training course or curriculum contains compliant crew training for authorizing an LOA

TSOC

TRAINING STATEMENT OF COMPLIANCE FOR PART 91 STREAMLINED LOA APPLICATION			
Make:			
Model:			
Series:			
Aircraft Common Name:			

The courses, as developed or modified by the listed training provider, contain coursework that complies with all FAA requirements/recommendations for the following operations and are eligible for the Part 91 Streamlined LOA Application:

LOA	Operation	Course Title(s)	Remarks
A056	Datalink		
B036	RNP-2, RNP-4, RNP-5		
B039	NAT HLA		
B046	RVSIM		
B054	S-RRNS		

TSOC

TRAINING STATEMENT OF COMPLIANCE FOR PART 91 STREAMLINED LOA APPLICATION			
Make:			N/A
Model:			N/A
Series:			N/A
Aircraft Common Name:			N/A

The courses, as developed or modified by the listed training provider, contain coursework that complies with all FAA requirements/recommendations for the following operations and are eligible for the Part 91 Streamlined LOA Application:

LOA	Operation	Course Title(s)	Remarks
A056	Datalink	N/A	See Aircraft Specific TSOC
B036	RNP-2, RNP-4, RNP-5		
B039	NAT HLA		
B046	RVSIM		
B054	S-RRNS		



# Procedures Statement of Compliance (PSOC)

A document listing products containing necessary procedures for authorizing an LOA

- Prepared by a *procedures provider* and accepted by FAA specialists
- Used as a quick reference to verify procedures or a manual used by an operator are sufficient for authorizing an LOA

**PSOC** [INSERT COMPANY NAME AND/OR LOGO]

The manuals, as developed or modified by the listed provider contains procedural content that complies with all FAA requirements/recommendations for the following operations and is eligible for the Part 91 Streamlined LOA Application:

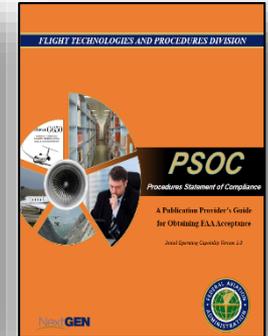
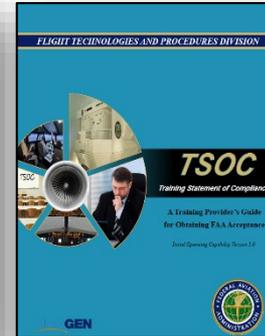
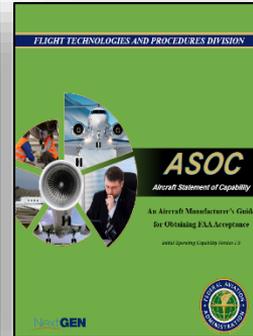
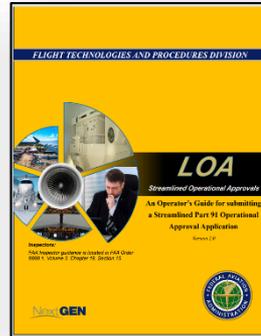
LOA	Operation	Manual Title(s)	Revision Number	Revision Date	Remarks
A056	Datalink				
B036	RNP-2, RNP-4, RNP-10				
B039	NAT HLA				
B046	RVSM				
B054	S-LRNS				
C048	EFVS to 100 ft	Procedures in the AFM(S). No additional procedures required.			
C052	Landing Minima	Procedures in the AFM(S). No additional procedures required.			
C063	Terminal RNP	Procedures in the AFM(S). No additional procedures required.			



# Streamline Collaboration

The success of the streamlined operational approval process depends on participation from the following stakeholders:

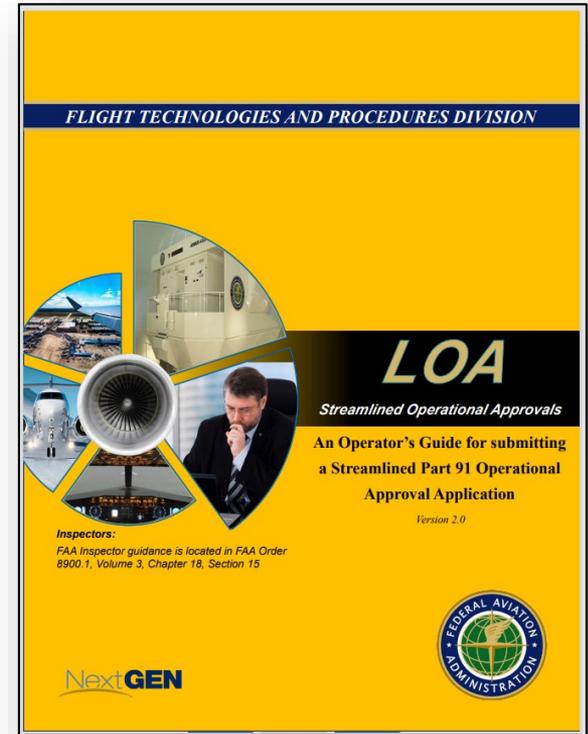
- Aircraft manufacturers
- Training Centers
- Procedure Providers
- Operators
- FAA



# Operators

## Operators are responsible for submitting an Streamlined Operational Approval Application to their FAA Safety Assurance Office.

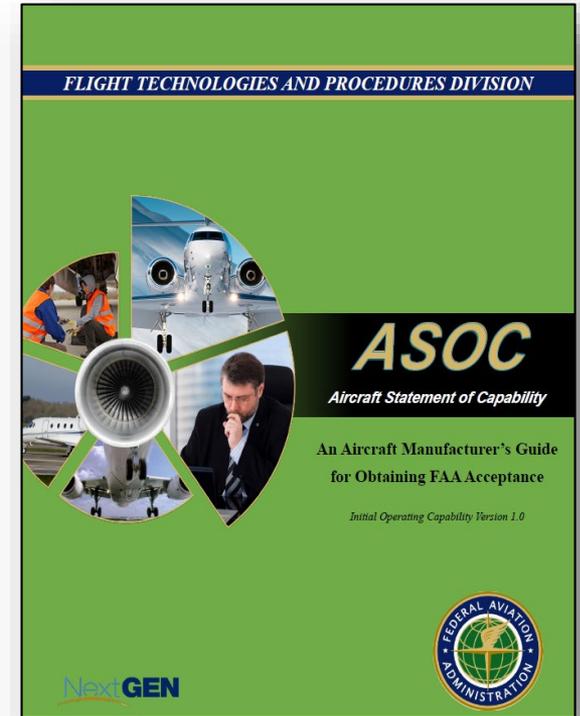
1. The guide (yellow) provided on the [FAA webpage](#) will assist operators in identify all documentation needed.
2. All SOCs and supporting documentation must be included. SOCs must be obtained from your aircraft manufacturer, training provider, and/or procedure provider. Applications with missing SOCs cannot be streamlined.
3. Applications should be submitted to your FAA Safety Assurance Office.



# Aircraft Manufacturers

Aircraft manufacturers are responsible for developing the ASOC and providing it to their customers.

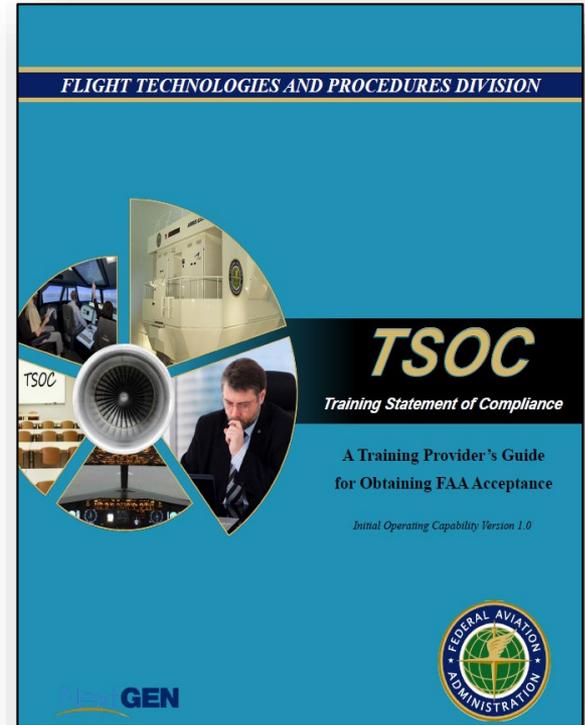
1. ASOCs are developed using the standard templates provided on the [GAMA webpage](#).
2. ASOCs should be submitted to the FAA for acceptance. The guide (green) provided on the [FAA webpage](#) will assist aircraft manufacturers in this process.
3. Aircraft manufacturers provide accepted ASOCs to customers looking to apply for LOAs using the streamlined operational approval process.



# Training Providers

Training providers are responsible for developing the TSOC and providing it to their customers.

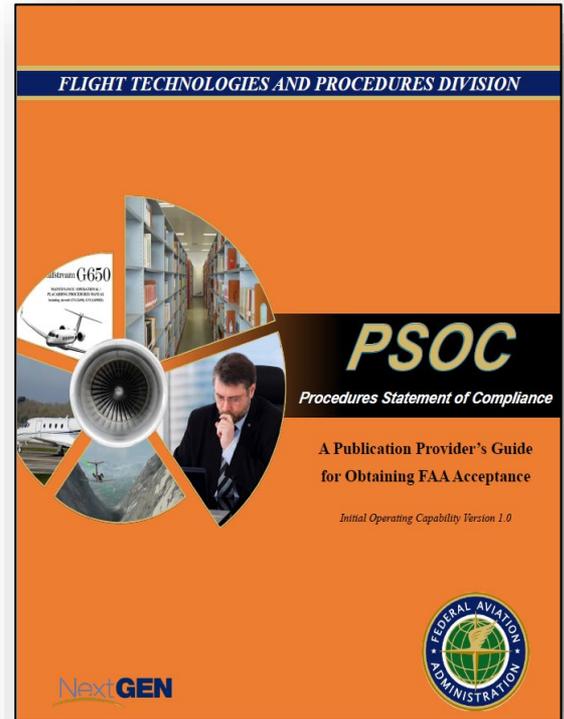
1. TSOCs are developed using the standard templates provided on the [GAMA webpage](#).
2. TSOCs should be submitted to the FAA for acceptance. The guide (blue) provided on the [FAA webpage](#) will assist training providers in this process.
3. Training providers provide accepted TSOCs to customers looking to apply for LOAs using the streamlined operational approval process.



# Procedures Providers

Procedures providers are responsible for developing the PSOC and providing it to their customers.

1. PSOCs are developed using the standard templates provided on the [GAMA webpage](#).
2. PSOCs should be submitted to the FAA for acceptance. The guide (orange) provided on the [FAA webpage](#) will assist procedures providers in this process.
3. Procedures providers provide accepted PSOC to customers looking to apply for LOAs using the streamlined operational approval process.



# Reviewing Inspectors

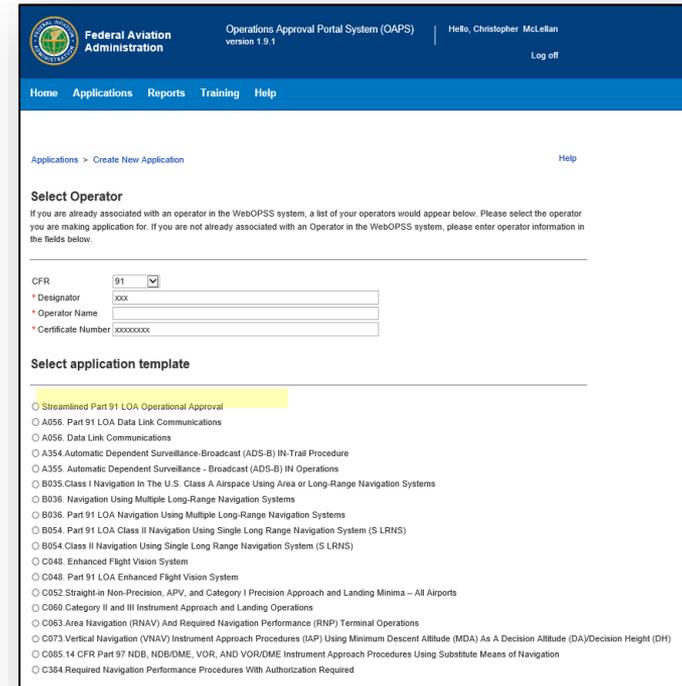
**Inspectors are responsible for verifying an applicant is eligible for the requested LOAs and issuing the LOAs.**

1. Submitted applications are reviewed using FAA Order 8900.1 guidance.
2. Policy specialist are available to answer any questions about the application, but policy division concurrence is NOT required.
3. LOAs are issued individually through the normal WebOPSS process.



# Operational Approval Portal System (OAPS)

Applicants are not required to submit applications through OAPS and inspectors are not required to input an application in OAPS, but utilizing OAPS increases visibility of the application within the FAA and may facilitate quicker processing.



Operations Approval Portal System (OAPS) | Hello, Christopher McLean  
version 1.9.1 | Log off

Home Applications Reports Training Help

Applications > Create New Application [Help](#)

### Select Operator

If you are already associated with an operator in the WebOPSS system, a list of your operators would appear below. Please select the operator you are making application for. If you are not already associated with an Operator in the WebOPSS system, please enter operator information in the fields below.

CFR

\* Designator

\* Operator Name

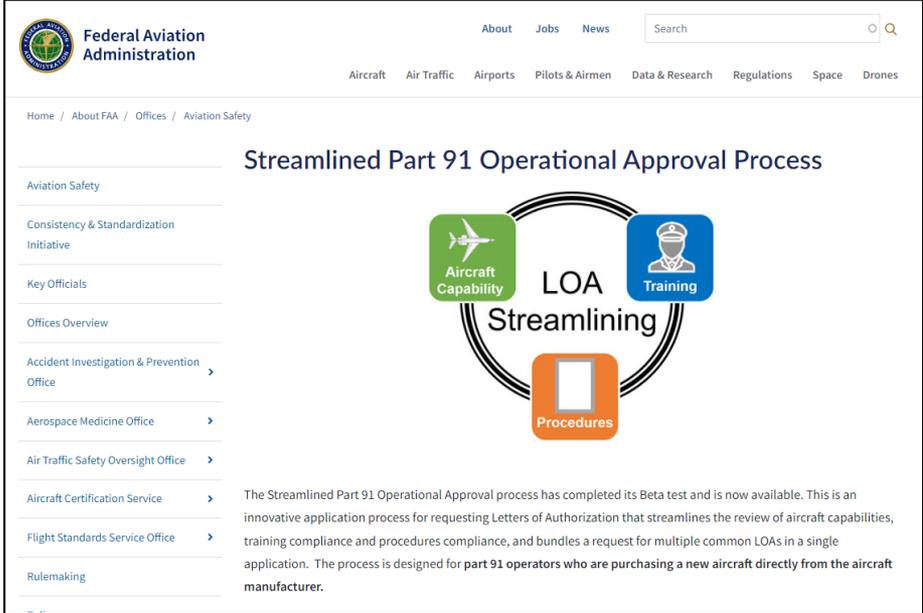
\* Certificate Number

### Select application template

- Streamlined Part 91 LOA Operational Approval
- A056. Part 91 LOA Data Link Communications
- A056. Data Link Communications
- A354 Automatic Dependent Surveillance-Broadcast (ADS-B) IN-Trail Procedure
- A355. Automatic Dependent Surveillance - Broadcast (ADS-B) IN Operations
- B035 Class I Navigation In The U.S. Class A Airspace Using Area or Long-Range Navigation Systems
- B036. Navigation Using Multiple Long-Range Navigation Systems
- B036. Part 91 LOA Navigation Using Multiple Long-Range Navigation Systems
- B054. Part 91 LOA Class II Navigation Using Single Long Range Navigation System (S LRNS)
- B054. Class II Navigation Using Single Long Range Navigation System (S LRNS)
- C048. Enhanced Flight Vision System
- C048. Part 91 LOA Enhanced Flight Vision System
- C062. Straight-in Non-Precision, APV, and Category I Precision Approach and Landing Minima – All Airports
- C069. Category II and III Instrument Approach and Landing Operations
- C063. Area Navigation (RNAV) And Required Navigation Performance (RNP) Terminal Operations
- C073. Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) As A Decision Altitude (DA)/Decision Height (DH)
- C085. 14 CFR Part 97 NDB, NDB/DME, VOR, AND VOR/DME Instrument Approach Procedures Using Substitute Means of Navigation
- C304. Required Navigation Performance Procedures With Authorization Required

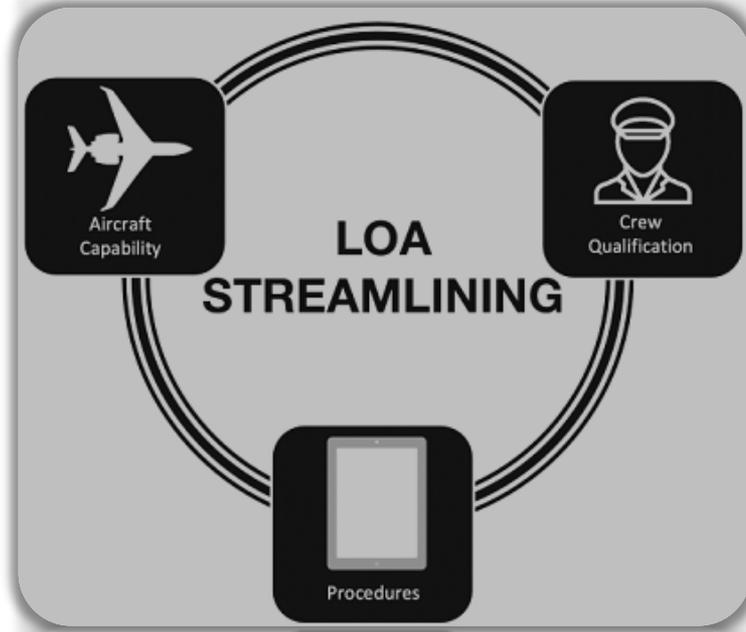
# Streamlined Webpage

The [webpage](#) is a central location providing links to guidance relevant to operators, aircraft manufacturers, training providers, procedure providers, and FAA inspectors.



The screenshot shows the FAA website's navigation and content for the Streamlined Part 91 Operational Approval Process. The top navigation bar includes the FAA logo, the text "Federal Aviation Administration", and links for "About", "Jobs", "News", and a search box. Below this is a secondary menu with links for "Aircraft", "Air Traffic", "Airports", "Pilots & Airmen", "Data & Research", "Regulations", "Space", and "Drones". The main content area features a breadcrumb trail: "Home / About FAA / Offices / Aviation Safety". A left-hand sidebar lists various FAA offices and services, including "Aviation Safety", "Consistency & Standardization Initiative", "Key Officials", "Offices Overview", "Accident Investigation & Prevention Office", "Aerospace Medicine Office", "Air Traffic Safety Oversight Office", "Aircraft Certification Service", "Flight Standards Service Office", and "Rulemaking". The main content area is titled "Streamlined Part 91 Operational Approval Process" and features a central diagram. The diagram consists of three colored boxes: a green box with an airplane icon labeled "Aircraft Capability", a blue box with a pilot icon labeled "Training", and an orange box with a document icon labeled "Procedures". These three boxes are connected by a circular path, with the text "LOA Streamlining" in the center. Below the diagram, a paragraph states: "The Streamlined Part 91 Operational Approval process has completed its Beta test and is now available. This is an innovative application process for requesting Letters of Authorization that streamlines the review of aircraft capabilities, training compliance and procedures compliance, and bundles a request for multiple common LOAs in a single application. The process is designed for part 91 operators who are purchasing a new aircraft directly from the aircraft manufacturer."





**Contact the Streamlined Operational Approval POC with any questions.  
202-267-4363**

