FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION





Aircraft Statement of Capability

An Aircraft Manufacturer's Guide for Obtaining FAA Acceptance

Version 3.1





FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



Federal Aviation Administration Flight Technologies and Procedures Division, AFS-400 800 Independence Ave SW Building 10A / 8th Floor Washington, DC 20591

Email: 9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov

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Document Changes

Version	Date	Description of Change	
1.0		Initial Operating Capability (IOC) version	
1.1	12/9/2021	Added Table 1.1 for aircraft installed equipment	
2.0	3/31/2022	• Edit of paragraph 1.1, p.1	
		• Added D095 to table 1-1, p.1	
		• Added note to table 1-1	
		• Edit of paragraph 1.2, p.2	
		• Moved 1.3 to 2.1, p. 3	
		• Edits and added queries to 2.1, p.3	
		• Edit of Table in 2.2, p.3	
		 Edits to introduction paragraphs of all appendices 	
		• Deleted all references to Advance RNP (A-RNP) in Appendix B and F	
3.0	5/15/2023	• Revised document with multiple edits and changes	
3.1	8/6/2024	Corrected broken links	





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SECTION 1: INTRODUCTION



Section 1 Introduction

1.1 Overview

This guide identifies the documentation and information that should be included in an application requesting acceptance of an Aircraft Statement of Capability (ASOC). This guide will help ensure the application includes the documentation FAA policy specialists need to verify the aircraft capabilities stated in the ASOC. An FAA-accepted ASOC is a critical component of the Streamlined Part 91 Operational Approval Application.

Table 1-1 LOAs applicable to a ASOC

LOA	Title
A056	Data Link Communications <i>Note: FANS or ATN may be authorized</i>
B036	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS) <i>Note:</i> Only RNP 2, 4, and 10 may be authorized
B039	Operations in North Atlantic High Level Airspace (NAT HLA)
B046	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
B054	Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System
C048	Enhanced Flight Vision System (EFVS) Operations <i>Note:</i> Only EFVS Operations to 100 feet above the TDZE may be authorized
C052	Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima - All Airports <i>Note:</i> Only GNSS approaches with LNAV, LP, LNAV/VNAV, or LPV minima may be authorized.
C063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations Note: Only RNP 1 and RNAV 1 may be authorized.
C073	Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)



SECTION 1: INTRODUCTION





1.2 Application Instructions

This guide serves as an application for PSOC acceptance when all sections have been filled out and supporting documentation attached. Contacting the FAA's Streamlined Part 91 Operational Approval Specialist prior to preparing/submitting an application is recommended and may facilitate the review process.

- Fill out the information and attach the documentation requested in <u>Section 2</u>.
 Note: Providing the references in the appendices may facilitate the specialist's review of the application.
- 2. Email the completed application to the Flight Technologies and Procedures Division. The subject line of the email should read "Request for ASOC Acceptance".

Visit the following web-page for more information on <u>Streamlined Part 91 Operational Approvals</u>

We appreciate any feedback to improve this application guide.

Contact the Flight Technologies and Procedures Division at: Email: 9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov

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SECTION 2: INTRODUCTION



Section 2 Application

2.1 Application Information

Date:

Aircraft:

Aircraft Manufacturer Information:

Manufacturer Name:

Contact Name and Position:

Contact Phone:

Contact Email:

Select the statement that applies:

This is a request to accept an initial ASOC.

This is a request to accept a revision to a previously accepted ASOC.



2.2 Application Attachments

Check Box	Attachments		
	Proposed Aircraft Statement of Capability (ASOC) . Attach the proposed ASOC. Instructions for developing an industry standard ASOC are on the <u>GAMA website</u> .		
	Supporting Documentation. Attach excerpts from the AFM or other documentation that can be used to verify the aircraft meets the equipment requirements of the LOAs listed on the ASOC. The appendices of this guide list the equipment requirements for each LOA.		
	Note: If you are submitting a revision to a previously accepted ASOC, attach supporting documentation to verify any changes in aircraft capability.		
	Aircraft Conformity Check. Attach a description of the internal OEM process used to verify an aircraft conforms to an ASOC to include:		
	1. All contact information for person(s) responsible for the process.		
	2. A general description of the types of aircraft intended to be included in the process.		
	2. Who conducts the verification		
	3. How the verification is conducted. (i.e. Computer records or physical inspection)		
	4. Who signs the ASOC after verification is complete.		
	Note: If this documentation is not submitted and accepted by the Flight Technologies and Procedures Division, all ASOCs signed by the OEM will only be valid for aircraft within 60 days of completion of the manufacturing process.		



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APPENDIX A: LOA A056



Appendix A A056 Aircraft Eligibility

A.1 A056, Data Link Communications

The overarching guidance regarding aircraft eligibility for data link communications is found in <u>AC 20-140</u>, *Guidelines for Design Approval of Aircraft Data Link Communication Systems Supporting Air Traffic Services (ATS)*. For each aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

ltem Number	Aircraft Eligibility Requirements	Reference
1	Data link FANS 1/A+ with a minimum performance of: CPDLC with RCP 240 ADC-C with RSP 180 Note: The plus symbol (+) in FANS 1/A + indicates that the system has a latency timer. Latency monitoring is included in the latency timer function.	
2	VDL M2. If seeking US Domestic En Route CPDLC, show that the VDL Mode 2 radio meets TSO C-160a or equivalent.	
3	Data communications recording equipment (CVR, CVFDR etc.) See Part 91, §91.609(j) and InFO 16004. Provide documentation that the cockpit voice recorder(s) and flight data recorder(s) are in compliance with 14 CFR Part §91.609(j), Part §121.359(k), §125.227(i), §135.151(h). FAA INFO 16004 provides additional guidance concerning the applicability of these regulations.	
4	Functional integration aka "push to load" capability enabling the pilot to incorporate received routing changes (e.g., uplink message (UM79, UM80, and UM83) into the FMS.	
5	RNP system has a minimum performance capability of RNP 4. Note: RNP 4 is the minimum performance required for Performance Based Communication Surveillance (PBCS) operations.	

Table A-1 A056 Aircraft Eligibility Requirements

A1

APPENDIX A: LOA A056



APPENDIX B: LOA B036, B039, B054



Appendix B | B036, B039, and B054 Aircraft Eligibility

B.1 B036, B039, or B054, Oceanic and Remote Continental Operations and Required Navigation Performance (RNP)

The overarching guidance regarding aircraft eligibility for oceanic and remote continental operations is found in <u>AC 20-138</u>, *Airworthiness Approval of Positioning and Navigation Systems*.

In accordance with Part 91, §91.511, your aircraft must have two-way radio communication that is adequate for over-water operations in order to comply with 14 CFR Part 91, §91.183. Fill in Table B-1 with information of the equipment that is installed and operational on your aircraft.

Number Installed	Туре	Manufacturer(s)	Model(s)	Additional Notes/Limitations	Standard Equip- ment	Optional Equip- ment
	FMS					
	GNSS					
	IRS					
	HF					
	SAT- VOICE					
	ADS-B					

Table B-1 Summary of Installed Equipment



ASOC Application Guide APPENDIX B: LOA B036, B039, B054

Number Installed	Туре	Manufacturer(s)	Model(s)	Additional Notes/Limitations	Standard Equip- ment	Optional Equip- ment
	TCAS					

Notes:

Qualifying SATVOICE must be installed in accordance with <u>AC 20-150()</u>

For the IRS row, include RNP time limit in the "Additional Notes/Limitations" column.

For each aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Table B-2 B036.	B039 or B054	Aircraft Eligibilit	v Requirements
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ltem Number	Aircraft Eligibility Requirements	Reference
1	 RNP Capabilities: Attach a page/paragraph showing a Statement of Compliance (SOC) with criteria of RNP capability of your aircraft in Advisory Circular (AC) 20-138(), Airworthiness Approval of Positioning and Navigation Systems. The SOC may be in your Airplane Flight Manual (AFM), Airplane Flight Manual Supplement (AFMS), pilot's operating handbook (POH), avionics operating manual or manufacturer's service letter. This SOC may be provided from the manufacturer, the entity that owns the design approval for the installed navigation systems or an alternative authority approved by the FAA. Note 1: Confirm that RNP navigation requirements meet the current requirements of AC <u>90-105(</u>), Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace, and/or ICAO Document <u>9613 – PBN Manual</u>. 	
2	RNP 2: If you are applying for RNP 2, then provide documentation that your aircraft has at least two fully serviceable independent GNSS LRNS. Note 1: Not applicable for B054	
3	RNP 4: If you are applying for RNP 4, then provide documentation that your aircraft has at least two serviceable independent long-range navigation systems (LRNS). Global Navigation Satellite System (GNSS) must be used as either a standalone navigation system, as one of the sensors in a multisensor system, or as part of an integrated GNSS/inertial system. Note 1: Not applicable for B054	

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APPENDIX B: LOA B036, B039, B054

ltem Number	Aircraft Eligibility Requirements	Reference
4	 RNP 10: B036 Provide documentation that your aircraft has at least two approved serviceable independent LRNS receiving inputs from GNSS or inertial navigation sources. Source: <u>AC 90-105()</u>, paragraph G.2-G.7 B054 Provide documentation that your aircraft has one approved independent serviceable LRNS receiving inputs from GNSS or inertial navigation sources. Note 1: B054 should not be selected/applied for in aircraft where multiple LRNS are installed. 	
5	Provide installation documentation that your aircraft is equipped with ADS-B Out, Version 2 (V2) in accordance with <u>DO 260B</u> .	
6	Provide installation documentation that your aircraft is equipped with TCAS II, V7.1	









APPENDIX C: LOA B046



Appendix C | B046, Aircraft Eligibility

C.1 B046, Reduced Vertical Separation Minimum (RVSM)

The overarching guidance regarding aircraft eligibility for RVSM is found in <u>AC 91-85</u>, *Authorization of Aircraft and Operators for Flight in Reduced Vertical Separation Minimum (RVSM) Airspace*. For the aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Table C-1 B046, Reduced Vertical Separation Minimum (RVSM)

ltem Number	Aircraft Eligibility Requirements	Reference
1	Aircraft airworthiness to conduct Title 14 of the Code of Federal Regula- tions (14 CFR) part 91, §§ 91.180 and 91.706 Reduced Vertical Separation Minimum (RVSM) operations. RVSM airspace is any airspace or route between flight level (FL) 290 and FL 410 inclusive where aircraft are separated vertically by 1,000 feet.	









APPENDIX D: LOA C048



Appendix D | C048 Aircraft Eligibility

D.1 C048, Enhanced Flight Vision System Equipment (EFVS)

The overarching guidance regarding aircraft eligibility for EFVS is found in <u>AC 20-167</u>, *Airworthiness Approval of Enhanced Vision System, Synthetic Vision System, Combined Vision System, and Enhanced Flight Vision System Equipment.* For the aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Table D-1 C048 Enhanced Flight Vision System Equipment (EFVS)

ltem Number	Aircraft Eligibility Requirements	Reference
1	At a minimum, the aircraft's EFVS must be in accordance with Part 91, §91.176 (b) for EFVS operation to 100 feet above the touchdown zone elevation. The EFVS must be certified in accordance with the equipment requirements of § 91.176 (b)(1) and the criteria in AC 20-167 and found to be eligible for use in EFVS Operations to 100 feet Above the TDZE under § 91.176 (b).	
	Note: An aircraft that meets the EFVS certification requirements for EFVS Operations to Touchdown and Rollout in accordance with § 91.176(a) also meets the certification requirements for EFVS Operations to 100 Feet Above the Touchdown Zone Elevation in accordance with § 91.176(b).	



APPENDIX C: LOA C048



APPENDIX E: LOA C052



Appendix E | C052 Aircraft Eligibility

E.1 C052, Precision and Non-Precision GNSS Based Approaches

The overarching guidance regarding aircraft eligibility for approach operations is found in <u>AC 20-138</u>, *Airworthiness Approval of Positioning and Navigation Systems*. For each aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Check If Applicable	Aircraft Eligibility Requirements	Reference
	The aircraft is capable of RNAV (GNSS) - LNAV approach procedures.	
	The aircraft is capable of RNAV (GNSS) - LP approach procedures.	
	The aircraft is capable of RNAV (GNSS) - LNAV/VNAV approach procedures.	
	The aircraft is capable of RNAV (GNNS) - LPV approach procedures.	
	The aircraft is capable of GLS approach procedures.	

Table E-1, C052 Precision and Non-Precision GNSS Based Approaches

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APPENDIX D: LOA C063



APPENDIX F: LOA C063



Appendix F | C063 Aircraft Eligibility

F.1 C063, Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

The overarching guidance regarding aircraft eligibility for approach operations is found in <u>AC 20-138</u>, *Airworthiness Approval of Positioning and Navigation Systems*. For the aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Table F-1, C063 Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

ltem Number	Aircraft Eligibility Requirements	Reference
1	 At a minimum the aircraft is RNAV 1 capable to perform the following terminal operations: 1. Instrument departure procedures (DP) Obstacle Departure Procedures (ODP), 2. Standard Instrument Departures (SID), and 3. Standard Terminal Arrival Routes (STAR). 	



APPENDIX F: LOA C063



APPENDIX G: LOA C073



Appendix G C073 Aircraft Eligibility

G.1 C073, Vertical Navigation (VNAV) Guidance

The overarching guidance regarding aircraft eligibility for approach operations is found in <u>AC 20-138</u>, *Airworthiness Approval of Positioning and Navigation Systems*. For the aircraft eligibility requirement in this Appendix, list the page(s) where the capability is addressed in the manufacturer's documentation. Highlighting is recommended.

Table G-1, C073 Vertical Navigation (VNAV) Guidance

ltem Number	Aircraft Eligibility Requirements	Reference
1	Aircraft is capable of performing VNAV guidance with a defined Vertical Path (VPATH) that provides a continuous descent final approach (CDFA)	



APPENDIX F: LOA C073

