

FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



Streamlined Operational Approvals

An operator's guide for submitting a Streamlined Part 91 Operational Approval Application Package

Version 6 (October 9, 2026)



**Federal Aviation
Administration**



STREAMLINED PART 91 OPERATIONAL APPROVAL APPLICATION GUIDE

A Guide for Submitting a Streamlined Part 91 Operational Approval Application

FAA Inspector Guidance: FAA Order 8900.1, Vol. 3, Ch. 18, Sec. 15

Section 1 | APPLICATION INSTRUCTIONS

This guide may assist a Part 91 operator in preparing a Streamlined Part 91 Operational Approval application package. Information about the process can be found at <https://www.faa.gov/streamlinedloa>. This guide may be submitted as an application package after all sections are filled out and all required documentation is attached. This application package should be used for authorizing operations with a single aircraft but may be used to authorize multiple aircraft that are similarly equipped.

1. If possible, attempt to contact the Flight Standards District Office (FSDO) or International Field Office (IFO) that services the geographic area where the operations principal base of operations is located to review the application process and clarify any expectations.
2. Fill out Section 2 and the additional information in Appendix A. Select the LOAs you are requesting and provide the information about the aircraft being operated.
3. Use the checklist in Section 3 to ensure all required documents are attached. The best way to submit documents with this application is to embed the documents as PDF attachments to this guide.
4. Sign (section 1) and submit the completed guide/application package electronically via the SAS Operations Approval Portal System (OAPS), email, or in a manner prescribed by the FSDO or IFO responsible for the geographic area where the operators principal base of operations is located.

This is a Streamlined 91 Operational Approvals application package to request the LOA(s) selected for operating the aircraft listed in Section 2. The information provided with this guide is accurate and complete.

Operator Name			
Operator Signature:		Date: [MM/DD/YYYY]	

Section 2 | BASIC APPLICATION INFORMATION

Point of Contact for Application <i>(Person the FAA will contact regarding this application)</i>			
Contact Name:			
Phone Number:		Email Address:	
Aircraft Operator			
Aircraft Operator:		FAA 4-Letter Designator:	

Select the LOAs requested in this application package

Select	LOA Code	Title
☐	A056	Data Link Communication <i>(Authorization for FANS 1/A or FANS 1/A +)</i>
☐	B036	Oceanic Required Navigation Performance (RNP) Operations <i>(Authorization for multiple long range navigation systems ONLY)</i>
☐	B039	Operations in North Atlantic High-Level Airspace (NAT HLA) <i>(Operators holding B039, Revision 03a, may select this option to update their authorization to Revision 03b, facilitating international operations and SAFA inspections)</i>
☐	B046	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
☐	C048	Enhanced Flight Vision System (EFVS) Operations <i>(Authorization for EFVS-100 ONLY)</i>
☐	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 <i>(Authorization for RNAV 1 and RNP 1 ONLY)</i>
☐	C073	Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)
☐	D195	Minimum Equipment List (MEL)

Aircraft Details			
Manufacturer: [e.g. Gulfstream, Bombardier]		Model: [e.g. GVII-G500 / Series]	
Registration Number: [N-Number, e.g. N12345]		Serial Number: [Aircraft Serial Number]	

Section 2 | DOCUMENTATION CHECKLIST

The following checklist should be used to ensure the required documentation is included in the application package. Check the box in the ☒ column to confirm a document applicable to your application is included, otherwise check the box in the N/A column. Documentation or information that is not built into the appendices of the guide should be attached as an embedded file to this PDF. Clearly label each electronic file or document to facilitate processing and help prevent delays. Note: Safety Assurance Offices may request additional documentation at their discretion.

☒	N/A	Additional Documentation Required	Applicability
☐	☐	A valid Aircraft Statement of Capability (ASOC). The ASOC must be applicable to the aircraft listed in Section 2 signed by the aircraft manufacturer within 90 days of submitting the application to be valid.	Include in applications requesting LOA A056, B036, B039, B046, C048, C052, C063, or C073.
☐	☐	Evidence of Equipment Installation. This evidence may vary but is typically identified in an ASOC when aircraft capability is conditional on the installation of optional equipment.	Include in applications if the ASOC states aircraft compliance with the requested LOA is conditional on the installation of optional equipment.
☐	☐	A valid Training Statement(s) of Compliance (TSOC). The TSOC(s) must be from the training provider(s) utilized by the flight crew expected to operate the aircraft and must be signed by the FAA within 24 months of submitting the application to be valid.	Include in applications requesting LOA A056, B036, B039, B046, C048, C052, C063, or C073.
☐	☐	Evidence of Flight crew training. Training documents such as certificates, diplomas, records, or logbook endorsements for a minimum flight crew expected to operate the aircraft. Training credit for an LOA is only available for courses listed on a valid TSOC taken after the date compliance was determined.	Include in applications requesting LOA A056, B036, B039, B046, C048, C052, C063, or C073.
☐	☐	A valid Procedures Statement(s) of Compliance (PSOC) operating manual(s). The PSOC is typically incorporated into an operating manual and must be signed by the FAA within 24 months of submitting the application to be valid. The PSOC should list compliance with the LOAs requested.	Include in applications requesting LOA A056, B036, B039, B046
☐	☐	Flight Plan Package. An operational flight planning package should include the required components listed in Appendix B.	Include in applications requesting LOA A056, B036, or B039
☐	☐	Evidence of PBCS Charter Membership. A screenshot(s) or other copy of the listing from FANS1/A CRA showing the operator and the operator's Communication Service Provider (CSP) are listed as charter stakeholders.	Include in applications requesting LOA A056
☐	☐	Minimum Equipment List (MEL). A complete MEL for the aircraft listed in Section 2 that is constructed in accordance with the criteria listed in the Letter of Attestation in Appendix C.	Include in applications requesting LOA D195
☐	☐	D195 Letter of Attestation. The D195 Letter of Attestation provided in Appendix C signed by the operator.	Include in applications requesting LOA D195
☐	☐	B039 Aircraft Listing. The aircraft listing template provided in Appendix D and signed by the operator.	Include in the application when requesting B039.

Appendix A | Additional Operator & Aircraft Information

Principal Base of Operations <i>(Physical location where personnel who make operational control decisions are located)</i>			
Street Address:			
City:		State / Province:	
Country:		Zip / Postal Code:	
Mailing Address <i>(If different from Principal Base of Operations)</i>			
Mailing Address:			
City:		State / Province:	
Country:		Zip / Postal Code:	
Responsible Person <i>(The person assuming responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions for the LOAs. It is recommended that this person be the person listed in LOA A001 for the operator)</i>			
Responsible Person:			
Phone Number:		Email Address:	
Additional Aircraft Details			
Base Airport: [Airport name & identifier where aircraft is located]			
Aircraft Owner:			
Certified Seating Capacity		Installed Seating:	

Appendix B | Operational Flight Planning Package Checklist

Flight Planning Package Requirements: Flight planning documents submitted with the application should be a sample representative of an oceanic flight operation conducted with the aircraft and any third-party flight planning services used by the operator. A single flight plan package may be used to satisfy requirements for LOA A056, B036 and B039.

Include	Required Components	Specific Instructions
☐	Computerized Operational Flight Plan.	Highlight the following in the computerized OFP to prevent processing delays: • Field 10a & 10b ATC equipment codes • Field 18 PBN/, NAV/, DAT/, SUR/ remarks • Flight Plan Fuel Allocation (per ICAO Annex 6, Part II) • Equal Time Point (ETP) analysis for 3 scenarios: (1) Engine Out, (2) Depressurization, (3) Medical Divert Note: If LOA B039 is requested in the application package, the route must pass through the NAT HLA between FL285 and FL420.
☐	FAA Form 7233-4	Include an FAA Form 7233-4 (or equivalent) that would be used to file the sample flight plan.
☐	Graphic Depiction	Include a graphic depiction of route/tracks and Equal Time Points (ETPs) for the flight plan.
☐	Weather Package.	Include a complete weather package for the filed route.
☐	NOTAMs Package	Include a complete NOTAMs package for the filed route.
☐	RAIM Prediction	Include a RAIM prediction for the route.
☐	Track Message	Include a current Track Message for the NAT HLA tracks if the flight plan route utilizes NAT HLA tracks.

Appendix C | D195 Letter of Attestation (MEL Authorization)

To: Responsible Flight Standards Office

I request issuance of a Letter of Authorization (LOA) D195 under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § 91.213 for the aircraft listed in this application.

I attest that the attached Minimum Equipment List (MEL) conforms to the content described in Advisory Circular (AC) 91-67, is based on the Master Minimum Equipment List (MMEL) identified below, is not less restrictive than the MMEL, and contains all required elements:

- Operator name, aircraft serial and registration numbers (or 'Fleet'), aircraft M/M/S, and MMEL revision number on which the MEL is based;
- Table of contents and Log of revisions;
- Definitions, per current MMEL Policy Letter (PL)-25;
- Preamble, per current MMEL Policy Letter (PL)-36;
- Control page(s);
- Air Transport Association of America (ATA) [or Joint Aircraft System/Component (JASC)] coded system sections;
- Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the MMEL; and
- Applicable MMEL items that contain the statement 'as required by 14 CFR.'

Aircraft MMEL Reference Information:

M MEL Name & Revision No.:			
Requester’s Full Name:			
Attestor Signature:		Date: [MM/DD/YYYY]	

Appendix D | Aircraft listing for NAT HLA Operations (B039)

If requesting LOA B039, add the aircraft information from Section 2 to the appropriate table below along with any additional aircraft under operational control of the operator requested to be added to the LOA.

The operator is requesting to add the listed aircraft to **LOA B039** (Table 2 -*Aircraft Authorized, NAT HLA Operations within and outside the Iceland-Greenland Corridor*) for operating in the NAT HLA. The operator has verified that these aircraft are currently authorized in **LOA B036** (with RNP-10 nav specs) and **LOA A056** (with SATCOM subnetwork capability).

	Aircraft Registration Number	Aircraft Make & Model		Aircraft Registration Number	Aircraft Make & Model
1			11		
2			12		
3			13		
4			14		
5			15		
6			16		
7			17		
8			18		
9			19		
10			20		

The operator is requesting the following aircraft be listed in LOA B039 (Table 1 - Aircraft Authorized, NAT HLA Operations Restricted to the Iceland-Greenland Corridor).

	Aircraft Registration Number	Aircraft Make & Model		Aircraft Registration Number	Aircraft Make & Model
1			6		
2			7		
3			8		
4			9		
5			10		

Operator's Signature:		Date: [MM/DD/YYYY]	
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