

# FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



# LOA

## *Streamlined Operational Approvals*

### **An Operator's Guide for submitting a Streamlined Part 91 Operational Approval Application**

*Version 4.0*

#### **Inspectors:**

*FAA Inspector guidance is located in FAA Order  
8900.1, Volume 3, Chapter 18, Section 15*



Next**GEN**

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# Document Changes

| Version | Date               | Description of Change   |
|---------|--------------------|---|
| 1.0     | August 1, 2021     | Initial Operating Capability (IOC) version  |
| 1.1     | September 14, 2021 | Wording changed to exclude mandatory language (i.e. must, require, requirement etc.) pp. 2, 7, 10, and 15   |
| 1.2     | November 30, 2021  | <ul style="list-style-type: none"> <li>• Change the title of paragraph 1.1</li> <li>• Replacement of paragraph 1.1</li> <li>• Deleted contact information on page and moved to page 2</li> <li>• Deleted paragraph 1.2</li> <li>• Changed Table 1.1 title and moved table to page 1</li> <li>• Changed paragraph 1.3 to 1.2 and replaced paragraph</li> <li>• Updated Section 2</li> <li>• Updated Section 3</li> <li>• Updated Appendix A</li> <li>• Deleted Appendix C</li> <li>• Move fuel planning to new Appendix B</li> <li>• Added Equal Time Point to Appendix B</li> </ul> |
| 2.0     | March 23, 2022     | <ul style="list-style-type: none"> <li>• Added certified and installed seat fields, p. 4</li> <li>• Added 3 Notes for Table 2.1, p. 5</li> <li>• In Table 2.1, Deleted “N/A” and added radio buttons for “Adding Aircraft to Existing LOA” column for B039, C052 and D095 with added text, p. 5</li> <li>• Edited text, p.8</li> <li>• Added top row for Table 3.5 with fields to enter Communication Services Provider(s), p.10</li> </ul>   |
| 2.1     | October 18, 2022   | <ul style="list-style-type: none"> <li>• Corrected typo on p.7</li> </ul>   |
| 2.2     | February 21, 2023  | <ul style="list-style-type: none"> <li>• Corrected Country fields on p.3</li> </ul>   |
| 3.0     | March 13, 2023     | <ul style="list-style-type: none"> <li>• Revised document with multiple edits and changes</li> </ul>  |
| 4.0     | November 13, 2023  | <ul style="list-style-type: none"> <li>• Revised paragraph 1.1, 1.2 and table 3-1</li> <li>• Created D095 letter in paragraph 3.6</li> </ul>  |

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# Section 1 | Overview

## 1.1 Purpose and Applicability

This guide facilitates the preparation and processing of a Streamlined Part 91 Operational Approval Application which allows an operator to request multiple Part 91 LOAs with a single application. Only complete applications containing all supporting compliance documentation identified in this guide can be streamlined.

Table 1-1. LOAs Available in the Streamlined Part 91 Operational Approval Application

| LOA  | Title   |
|------|---|
| A056 | Data Link Communications<br><b>Note:</b> FANS or ATN may be authorized  |
| B036 | Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)<br><b>Note:</b> 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<br><b>Note:</b> 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<br><b>Note:</b> Only GNSS approaches with LNAV, LP, LNAV/VNAV, or LPV minima may be authorized. |
| C059 | Special Authorization Category I (SA CAT I) Instrument Approach and Landing Operations.   |
| C063 | Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations<br><b>Note:</b> 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)   |
| D095 | MMEL used as an MEL (see <a href="#">paragraph 3.6</a> )  |



## 1.2 Application Instructions

This guide serves as your Streamlined Part 91 Operational Approval Application when all Sections have been filled out and supporting documentation attached.

1. **IMPORTANT.** Contact your servicing Flight Standards office to discuss the application process and expectations prior to submitting the application. Failure to notify your FSDO prior to submitting the application may result in unnecessary delays.
2. Complete [Section 2](#).
3. Attach the documentation requested in [Section 3](#). To avoid delays in application processing read [Section 3](#) of this guide carefully and only submit documentation requested. The best method for attaching documentation is described in [Appendix A](#).
4. If applying for D095, see [paragraph 3.6](#).
5. Submit the completed application to the Flight Standards District Office or International Field Office in your region or your principal inspector if known. Submit the application electronically utilizing the Operations Approval Portal System (OAPS) or email.

Visit the following webpage for more information on  
[Streamlined Part 91 Operational Approvals](#)





## Section 2 | Application Information

### 2.1 Date of Submission:

Date:

### 2.2 Point of Contact for the Application:

*This is the person to contact for questions about the application.*

Name:

Phone:

Email:

### 2.3 Aircraft Operator:

*This is the person/ entity with operational control of the aircraft (Type Complete Legal Name).*

Operator Name:

Operator Four Letter Designator *(if known)*:

#### Business Address

Street:

City:

Country:

State / Province:

Postal Code:

#### Mailing address *(if different from business address)*:

Street:

City:

Country:

State / Province:

Postal Code:





## 2.4 Aircraft Owner:

*The person/entity that is the registered owner of the aircraft.*

Person/ Entity Name:

## 2.5 Responsible Person:

*The person assuming responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions.*

Name:

Phone:

Email:

## 2.6 Aircraft Location:

Airport Name:

Airport Identifier:

## 2.7 Aircraft Information:

Manufacturer:

Model/Series:

Registration Number:

Serial Number:

Number of Certified Seats:

Number of Installed Seats:

## 2.8 Responsible Flight Standards Office:

Responsible Flight Standards Office:





## 2.9 Requested Authorization(s):

Use [Table 2-1](#) to select the LOAs the operator is requesting.

Table 2-1, LOA Selection(s)

| <b>LOA</b> | <b>Initial Request</b><br>Select if the operator does not hold the LOA and is requesting it for the first time | <b>Amending Request</b><br>Select if the operator is requesting to add a new aircraft to an LOA currently held | <b>Not Requested</b> |
|------------|--|--|----------------------|
| A056       |  |  |                      |
| B036       |  |  |                      |
| B039       |  | N/A  |                      |
| B046       |  |  |                      |
| B054       |  |  |                      |
| C048       |  |  |                      |
| C052       |  | N/A  |                      |
| C063       |  |  |                      |
| C073       |  |  |                      |
| D095       |  |  |                      |





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## Section 3 | Compliance Documentation

### 3.1 Aircraft Capability Documentation

Applicant should submit the following aircraft capability documentation for all streamlined applications. See [Appendix A](#) for the preferred method for attaching documents to the application guide.

Table 3-1, Aircraft Capability Documentation

| Check Box | Attachment(s)  |
|-----------|--|
|           | <p><b>Aircraft Statement of Capability (ASOC).</b> Attach a ASOC for the aircraft being operated showing the aircraft is compliant for all the LOAs requested in <a href="#">Table 2-1</a>.<br/> <b>Note:</b> An ASOC is obtained from the aircraft manufacturer and is valid for 90 days after the date of the aircraft manufacturer’s signature.</p> |
|           | <p><b>Manufacturer documentation of installed optional equipment.</b> Additional documentation may be required when aircraft capability is conditional on the installation of specific equipment. Attach the documentation the ASOC identifies is necessary to verify installation.</p>  |

### 3.2 Training Compliance Documentation

Applicant should submit the following training documentation for:

- All A056 requests; and
- Any initial requests for LOA B036, B039, B046, B054, C048, C052, C063 and C073.

See [Appendix A](#) for the preferred method for attaching documents to the application.

Table 3-2, Training Compliance Documentation

| Check Box | Attachments   |
|-----------|---|
|           | <p><b>Training Statement of Compliance (TSOC).</b> Attach a valid TSOC from the training provider the pilots utilized to meet training requirements for the LOAs requested in <a href="#">Table 2-1</a>.<br/> <b>Note:</b> A TSOC is obtained from the training provider(s). Multiple TSOCs may be necessary to show eligibility for all the LOAs in the application.</p> |



| Check Box | Attachments   |
|-----------|---|
|           | <p><b>Flight Crew Training Documentation.</b> Attach documentation showing the flight crew has completed the courses listed on the TSOC for the LOAs requested in <a href="#">Table 2-1</a>.</p> <p><b>Note 1:</b> A certificate, diploma, logbook endorsement, or a training record are all acceptable forms of documentation.</p> <p><b>Note 2:</b> All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.</p> <p><b>Note 3:</b> Training records from an active Part 135 certificate holder are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.</p> <p><b>Note 4:</b> LOA C048 training requires a logbook or record of training endorsement stating that the training met the requirements of §61.66 (a) and (b) for the aircraft category and for the EFVS operation to 100 feet above the TDZE - §91.176 (b).</p> |

### 3.3 Procedures Compliance Documentation

Applicants should submit the following procedures documentation for initial requests for LOA A056, B036, B039, B046, or B054. See [Appendix A](#) for the preferred method for attaching documents to the application guide.

Table 3-3, Procedures Compliance Documentation

| Check Box | Attachment(s)   |
|-----------|---|
|           | <p><b>Procedures Statement of Compliance (PSOC).</b> Attach the operator’s manual(s) that contain a PSOC showing compliance with the procedural requirements of the LOAs requested in <a href="#">Table 2-1</a>.</p> <p><b>Note 1:</b> It is not necessary to attach the entire manual(s) but the attachment should contain the front matter to include the Table of Contents, PSOC, and Record of Revisions.</p> <p><b>Note 2:</b> A compliant manual containing a PSOC is obtained from the procedures provider. Multiple manuals may be necessary to show eligibility for all the LOAs in the application.</p> |





### 3.4 Performance-Based Communication and Surveillance (PBCS) Global Charter Membership

Applicants should submit proof of an operator’s membership in the Performance-Based Communication and Surveillance Global Charter for an initial request of LOA A056. See [Appendix A](#) for the preferred method for attaching documents to the application.

Table 3-4, PBCS Global Charter Membership Documentation

| Check Box | Attachments   |
|-----------|---|
|           | Operator’s contracted Communications Service Provider(s) (CSP)  |
|           | <p><b>Charter membership documentation.</b> Attach documentation showing the operator and operator’s CSP(s) are members of the Performance-Based Communication and Surveillance (PBCS) Global Charter. It is acceptable to provide a screen shot of this list with your name/ company name included in the screen capture.</p> <p><b>Note:</b> Instructions for becoming a member of the charter can be found at <a href="http://www.fans-cra.com/">http://www.fans-cra.com/</a>.</p> |





### 3.5 Flight Plan

A demonstration of the operator’s oceanic and remote continental flight planning knowledge is accomplished by reviewing a sample flight plan submitted by the operator. Operators should submit a sample flight plan with applications requesting A056, B036, B039, or B054. The sample flight plan should be reviewed by the operator and submitted in a format used for oceanic and remote continental flight planning.

| Check Box | Attachments   |
|-----------|---|
|           | <p><b>Master Document OFP/crew flight plan/computer flight plan.</b> Attach a sample master flight planning document that pilots would use on an oceanic or remote continental flight representing a route the operator expects to fly. If requesting B039, route of flight should be through NAT HLA, between FL 285 and FL 420). It is the responsibility of the operator to ensure flight planning documentation is accurate. The highlight the following on the master document:</p> <ul style="list-style-type: none"> <li>→ <b>The equipment codes.</b> These codes should match the codes provided in the ASOC.</li> <li>→ <b>The PBN/, DAT/ COM/, SUR/ strings.</b> These stings of codes should match the strings provided in the ASOC.</li> <li>→ <b>The Fuel load allocation.</b> The fuel should be allocated in accordance with ICAO Annex 6, Part II.</li> <li>→ <b>The Equal Time Point (ETP) Analysis.</b> The ETP analysis should contain at least three scenarios.                             <ol style="list-style-type: none"> <li>1. Engine Out</li> <li>2. Depressurization</li> <li>3. Medical Divert</li> </ol> </li> </ul> <p><b>Note:</b> See <a href="#">Appendix B</a> of this guide for more information.</p> |
|           | <p><b>FAA Form 7233-4.</b> Attach a completed FAA <a href="#">Form 7233-4</a> if utilized by the operator for filing flight plans with ATC. The form should be completed for the route of flight used to generate the Master Document OFP.</p>  |



### 3.6 LOA D095 Request Letter

Operators requesting D095 should fill out and digitally sign the following attestation. This letter was created from the sample provided in the current version of [AC 91-67](#)

**Note:** If unable to digitally sign the applicant may attach a signed letter to this application.

To: Responsible Flight Standards Office

I request issuance of a Letter of Authorization (LOA) D095 under the provisions of Title 14 of the Code of Federal Regulations (14 CFR) part 91, § [91.213](#). I attest that I have a copy of the MMEL listed below and have developed a procedures document for the aircraft listed in this application. The procedures document conforms to the content described in Advisory Circular [\(AC\) 91-67](#), and contains:

1. The name of the operator, aircraft serial and registration numbers (or “Fleet”), aircraft M/M/S, and the MMEL revision number;
2. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisions listed in the MMEL;
3. A list of applicable MMEL items that contain the statement “as required by 14 CFR;”
4. Definitions, per current MMEL [Policy Letter \(PL\)-25](#); and
5. A preamble, per current MMEL [PL-36](#).

Aircraft MMEL (*List the MMEL and revision number: e.g., Gulfstream Aerospace GVII-G500/G600 MMEL, revision 3*):

Sincerely,

*(Full name of the person legally authorized to make the request on behalf of the operator)*






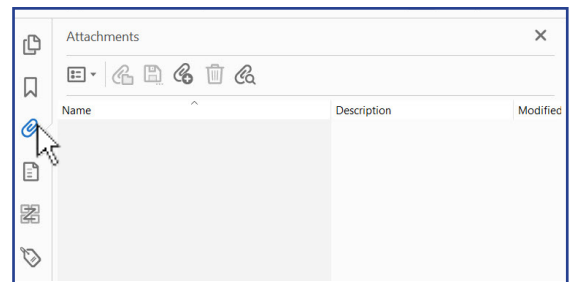
*Intentionally Blank*




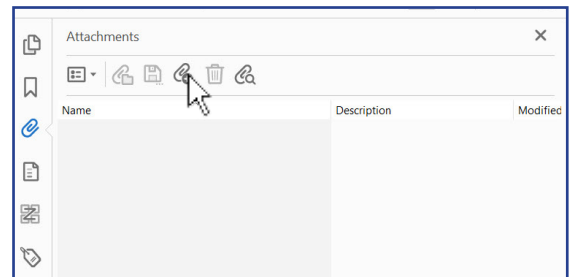
# Appendix A | How to Attach Documents using Adobe Acrobat

This appendix explains how to use the Acrobat attachment feature to attach supporting documentation directly to this guide. This will allow you to submit this guide as your application with all the attachments included in one PDF file. If you do not have Acrobat, you will need to provide the attachments as separate documents. Attach documents with Acrobat as follows:

1. Click the Paper Clip icon  in the left margin of this application guide:



2. Click the paper clip icon with a plus  to browse for the file attachments on your computer. Use a file naming convention that makes it easy to identify the different attachments in the application.





3. Click on the files to attached to your application.

|  |  |                   |                    |
|--|--|-------------------|--------------------|
|  | Aircraft Statement of Capability (ASOC)                    | 4/26/2021 3:58 PM | Adobe Acrobat D... |
|  | Charter membership documentation                           | 4/26/2021 3:59 PM | Adobe Acrobat D... |
|  | Evidence of vendor's products listed on the PSOC           | 4/26/2021 4:02 PM | Adobe Acrobat D... |
|  | Manufacturer documentation of installed optional equipment | 4/26/2021 3:58 PM | Adobe Acrobat D... |
|  | Procedures Statement of Compliance (PSOC)                  | 4/26/2021 4:04 PM | Adobe Acrobat D... |
|  | Sample Flight Plan   | 4/26/2021 4:02 PM | Adobe Acrobat D... |
|  | Training provider documentation of completed training      | 4/26/2021 4:11 PM | Adobe Acrobat D... |
|  | Training Statement of Compliance (TSOC)                    | 4/26/2021 4:04 PM | Adobe Acrobat D... |

4. Confirm you have added all the necessary attachments using [Table 2-1](#) and [Section 3](#) of this guide before submitting the application.

Attachments

✕

☰
🔗
📁
🔗+
🗑️
🔍

| Name  | Description | Modified |
|---|-------------|----------|
| Aircraft Statement of Capability (ASOC).pdf           |             | 4/26/202 |
| Charter membership documentation.pdf                  |             | 4/26/202 |
| Evidence that you are in possession of the vendor'... |             | 4/26/202 |
| Manufacturer documentation of installed optional...   |             | 4/26/202 |
| Procedures Statement of Compliance (PSOC).pdf         |             | 4/26/202 |
| Sample Flight Plan.pdf                                |             | 4/26/202 |
| Training provider documentation of completed tr...    |             | 4/26/202 |
| Training Statement of Compliance (TSOC).pdf           |             | 4/26/202 |



# Appendix B | Sample Flight Plan Examples

## B.1 Form 7233-4 Coding

The following examples depict where the equipment codes and PBN/, NAV/, DAT, and SUR/ remarks can be located in either a Form 7233-4 or a Coded ICAO flight plan. More information on this form can be found at : [https://www.faa.gov/air\\_traffic/publications/atpubs/fs\\_html/appendix\\_a.html](https://www.faa.gov/air_traffic/publications/atpubs/fs_html/appendix_a.html)

Figure B.1, FAA Form 7233-4, International Flight Plan

Below is a section of a flight information package containing the computerized printout and FAA Form 7233-4, International Flight Plan.

(FPL: [REDACTED] ic **Item 10a/b**  
 -GLF4/M SBDE1E2E3FGHIJ3J4J5P2RWXYZ/LB1D1  
 -KLBE1200  
 -N0466F350 DCT REC DCT MAGIO J49 HNK/N0457F410 DCT EBONY N277A  
 JOOPY DCT 49N050W/M080F410 51N040W 51N030W 52N020W DCT  
 LIMRI/N0452F410 DCT XETBO DCT EVRIN L607 NUMPO P2 BEDEK/N0332F180  
 BEDEK1L **Item 18**  
 -EGW0639 EGSS  
 PBN/A1B1C1D1L1O1S1S2 NAV/RNP2 [REDACTED] DAT/CPDLX  
 1FANSE2PDC SUR/260B RSP180 DOF/211115 REG/  
 EET/CZQM0108 CZQX0145 EGGX0404 EISN0514 EGT0553  
 JOOPY0217 49N050W0228 51N040W0318 51N030W0404 52N020W0451  
 SEL/EFOR [REDACTED] PER/D RMK/AGCS EQUIPPED  
 B/0947 P/1 R/0VE S/PHD J/LFVU D/2 28 YELLOW A/WHITE SILVER BLUE  
 [REDACTED]

ALTERNATE (S) (SPEED PROFILE LRC)

ALTERNATE - 1 EGSS - STANSTED  
 BURN: 001336 ETE: 00.15 DIST: 0068 NM FL: 050 IAS: 241  
 MSA: 1800 FT TRACK: 088 ELEV: 00348FT AVG WIND COMP: P001  
 ROUTE: EGGW MATCH2C MATCH DCT LOFFO DET2A EGSS

**FLIGHT PLAN**

PRIORITY: << ☰ ☹ ☺ ☻ ☼ ☽ ☿ ☽ ☿ ☽ ☿ >> ADDRESS(S): KZOBZQZX CZQMZQZX CZQXZQZX EUCHZMFP EUCBZMFP

FILING TIME: [REDACTED] ORIGINATOR: [REDACTED] << ☰ >>

SPECIFIC IDENTIFICATION OF ADDRESSEE(S) AND/OR ORIGINATOR: [REDACTED]

3 MESSAGE TYPE: << ☰ (FPL) >> 7 AIRCRAFT IDENTIFICATION: [REDACTED] 8 FLIGHT RULES: - [1] TYPE OF FLIGHT: [G] << ☰

9 NUMBER: [REDACTED] 10 EQUIPMENT: SBDE1E2E3FGHIJ3J4J5P2RWXYZ/LB1D1 << ☰

13 DEPARTURE AERODROME: KLBE TIME: 1200 << ☰

15 CRUISING SPEED: N0466 LEVEL: F350 ROUTE: DCT REC DCT MAGIO J49 HNK/N0457F410 DCT EBONY N277A JOOPY DCT  
 49N050W/M080F410 51N040W 51N030W 52N020W DCT LIMRI/N0452F410 DCT XETBO DCT EVRIN L607 NUMPO P2  
 BEDEK/N0332F180 BEDEK1L

16 DESTINATION AERODROME: EGGW TOTAL EET: 0639 HR. MN → ALTN AERODROME: EGSS → 2ND ALTN AERODROME: [REDACTED] << ☰

18 OTHER INFORMATION:  
 - [PBN/A1B1C1D1L1O1S1S2 NAV/RNP2 [REDACTED] DAT/CPDLX 1FANSE2PDC SUR/260B RSP180 DOF/211115  
 REG [REDACTED] EET/CZQM0108 CZQX0145 EGGX0404 EISN0514 EGT0553 JOOPY0217 49N050W0228 51N040W0318  
 51N030W0404 52N020W0451 SEL/EFOR [REDACTED] PER/D RMK/AGCS EQUIPPED

SUPPLEMENTARY INFORMATION (NOT TO BE TRANSMITTED IN FPL MESSAGES)

19 ENDURANCE: - E / 0947 → P / 1 → R / U → VHF / V → ELT / E

SURVIVAL EQUIPMENT: → S / P → D → M → J → J → L → F → U → V

DINGHIES NUMBER: → D / 02 → CAPACITY: → 028 → COVER: → C → COLOUR: → YELLOW << ☰

AIRCRAFT COLOUR AND MARKINGS:  
 A / WHITE SILVER BLUE

REMARK:  
 → X / [REDACTED] << ☰

PILOT IN COMMAND:  
 C / [REDACTED] << ☰

FILED BY: [REDACTED] SPACE RESERVED FOR ADDITIONAL REQUIREMENTS



## B.2 Computer Generated Flight Plan Package - Fuel Plan

The following are the explanations of the types of fuel categories that should be accounted for in the fuel plan and examples of different formats.

|                     | FUEL  | TIME  |
|---------------------|-------|-------|
| TRIP FUEL EINN      | 16517 | 04:45 |
| ALTERNATE EIDW      | 2105  | 00:28 |
| TAXI                | 400   |       |
| CONTINGENCY (RES)   | 3000  | 00:40 |
| FINAL RES @ 1500    | 1808  | 00:45 |
| ADDNL DPRESS E/O    | 0     | 00:00 |
| REQUIRED            | 23830 | 06:38 |
| ADDITIONAL/DISCRETS | 0     | 00:00 |
| RAMP FUEL           | 23830 | 06:38 |

| FUEL                | (LBS) | TIME |
|---------------------|-------|------|
| Taxi                | 150   |      |
| Destination         | 9871  | 5:37 |
| Contingency         | 494   | 0:20 |
| Alternate Fuel EGLL | 384   | 0:06 |
| Final Reserve       | 1091  | 0:45 |
| Additional          | 62    | 0:02 |
| Min required        | 12052 | 6:52 |
| Extra               | 2548  | 1:45 |
| Total               | 14600 | 8:37 |

**Taxi Fuel:** Fuel consumed before takeoff accounting for local conditions at the departure and APU fuel consumption.

**Trip Fuel:** Fuel required to fly from takeoff to landing at the destination airport.

**Contingency Fuel:** Fuel required to compensate for unforeseen factors. Sometimes is referred to as “Reserve”, “Other”, or “Extra” fuel in flight plans. Not less than 5% of trip fuel.

**Destination Alternate Fuel:**

- *When an alternate is required:* Perform missed approach at destination, climb to expected cruise altitude, fly expected routing, descend to the expected initial approach, and conduct the approach and landing.
- *When an alternate is not required:* 15 minutes at holding speed, 1500 ft above the destination airport in standard conditions
- *When the airport of intended landing is an isolated airport:* Fly for two hours at normal cruise above the destination airport, including final reserve fuel.

**Final Reserve Fuel:** Turbine Engine Fuel required to fly for 30 minutes at holding speed, 1500 ft above airport elevation in standard conditions. Sometimes is termed “Hold” or “Holding” fuel in flight plans.



## B.3 Computer Generated Flight Plan Package - Equal Time Point (ETP) Analysis.

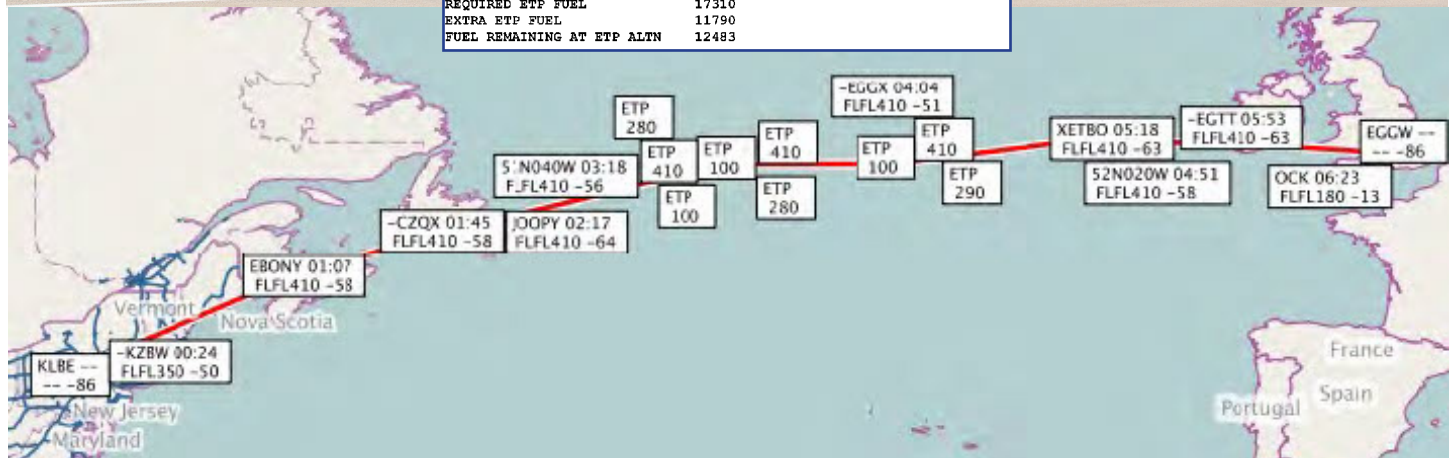
The following is an example of an Equal Time Point Analysis. Below are examples of data for cruise altitude with all engines, one engine inoperative, and for depressurization.

| ETP1 - EQUAL TIME POINT DATA FOR LOSS OF ONE ENGINE |       |     |      |                 |
|---|-------|-----|------|-----------------|
| GOOSE BAY (CYR) / KEFLAVIK (BIKF)                   |       |     |      |                 |
| FLIGHT LEVEL 280                                    |       |     |      |                 |
| ETP WAYPOINT AT N50 47.8 W041 17.9                  | TRK   | W/C | DIST | MORA            |
| TAS   | TIME  | TO  |      |                 |
| ORIGIN APT TO ETP WAYPOINT                          |       |     |      | 1705 03.11      |
| ETP WAYPOINT TO CYR                                 | 305   | M74 | 720  | FL013 357 02.33 |
| ETP WAYPOINT TO BIKF                                | 045   | P29 | 988  | FL032 359 02.33 |
| TEMP AT FLIGHT LEVEL 280                            | ISA   | -02 |      |                 |
| FUEL BURN TO ETP WAYPOINT                           | 10807 |     |      |                 |
| FUEL OVERHEAD ETP WAYPOINT                          | 18293 |     |      |                 |
| FUEL BURN FROM ETP TO ALTN                          | 7189  |     |      |                 |
| ETP HOLD FUEL (15MIN)                               | 765   |     |      |                 |
| ETP ADDITIONAL FUEL                                 | 0     |     |      |                 |
| REQUIRED ETP FUEL                                   | 18762 |     |      |                 |
| EXTRA ETP FUEL                                      | 10338 |     |      |                 |
| FUEL REMAINING AT ETP ALTN                          | 11104 |     |      |                 |

| ETP1 - EQUAL TIME POINT DATA FOR DEPRESSURIZATION |       |     |      |                 |
|---|-------|-----|------|-----------------|
| GOOSE BAY (CYR) / KEFLAVIK (BIKF)                 |       |     |      |                 |
| FLIGHT LEVEL 100                                  |       |     |      |                 |
| ETP WAYPOINT AT N51 02.8 W038 45.9                | TRK   | W/C | DIST | MORA            |
| TAS   | TIME  | TO  |      |                 |
| ORIGIN APT TO ETP WAYPOINT                        |       |     |      | 1802 03.23      |
| ETP WAYPOINT TO CYR                               | 303   | M29 | 806  | FL013 290 03.05 |
| ETP WAYPOINT TO BIKF                              | 042   | P08 | 930  | FL032 293 03.05 |
| TEMP AT FLIGHT LEVEL 100                          | ISA   | -05 |      |                 |
| FUEL BURN TO ETP WAYPOINT                         | 11380 |     |      |                 |
| FUEL OVERHEAD ETP WAYPOINT                        | 17720 |     |      |                 |
| FUEL BURN FROM ETP TO ALTN                        | 9966  |     |      |                 |
| ETP HOLD FUEL (15MIN)                             | 661   |     |      |                 |
| ETP ADDITIONAL FUEL                               | 0     |     |      |                 |
| REQUIRED ETP FUEL                                 | 22006 |     |      |                 |
| EXTRA ETP FUEL                                    | 7094  |     |      |                 |
| FUEL REMAINING AT ETP ALTN                        | 7754  |     |      |                 |



| ETP1 - EQUAL TIME POINT DATA FOR CRZ ALT |       |     |      |                 |
|--|-------|-----|------|-----------------|
| GOOSE BAY (CYR) / KEFLAVIK (BIKF)        |       |     |      |                 |
| FLIGHT LEVEL 410                         |       |     |      |                 |
| ETP WAYPOINT AT N50 56.2 W040 25.2       | TRK   | W/C | DIST | MORA            |
| TAS                                      | TIME  | TO  |      |                 |
| ORIGIN APT TO ETP WAYPOINT               |       |     |      | 1739 03.16      |
| ETP WAYPOINT TO CYR                      | 304   | M64 | 748  | FL013 440 02.00 |
| ETP WAYPOINT TO BIKF                     | 044   | P41 | 965  | FL032 443 02.00 |
| TEMP AT FLIGHT LEVEL 410                 | ISA   | 000 |      |                 |
| FUEL BURN TO ETP WAYPOINT                | 11009 |     |      |                 |
| FUEL OVERHEAD ETP WAYPOINT               | 18091 |     |      |                 |
| FUEL BURN FROM ETP TO ALTN               | 5608  |     |      |                 |
| ETP HOLD FUEL (15MIN)                    | 693   |     |      |                 |
| ETP ADDITIONAL FUEL                      | 0     |     |      |                 |
| REQUIRED ETP FUEL                        | 17310 |     |      |                 |
| EXTRA ETP FUEL                           | 11790 |     |      |                 |
| FUEL REMAINING AT ETP ALTN               | 12483 |     |      |                 |



# Please Provide Feedback

*In our continuing effort to improve the quality of service we provide to you, the Federal Aviation Administration would appreciate any feedback you may have on this guide and how we can improve it:*



Please Indicate “LOA Streamlined Operational Approval Application Guide” in the Subject Line

***We appreciate any feedback to improve this application guide.***

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