

FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



LOA

Streamlined Operational Approvals

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

Version 4.1

Inspectors:

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



NextGEN

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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"> • Change the title of paragraph 1.1 • Replacement of paragraph 1.1 • Deleted contact information on page and moved to page 2 • Deleted paragraph 1.2 • Changed Table 1.1 title and moved table to page 1 • Changed paragraph 1.3 to 1.2 and replaced paragraph • Updated Section 2 • Updated Section 3 • Updated Appendix A • Deleted Appendix C • Move fuel planning to new Appendix B • Added Equal Time Point to Appendix B
2.0	March 23, 2022	<ul style="list-style-type: none"> • Added certified and installed seat fields, p. 4 • Added 3 Notes for Table 2.1, p. 5 • 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 • Edited text, p.8 • Added top row for Table 3.5 with fields to enter Communication Services Provider(s), p.10
2.1	October 18, 2022	<ul style="list-style-type: none"> • Corrected typo on p.7
2.2	February 21, 2023	<ul style="list-style-type: none"> • Corrected Country fields on p.3
3.0	March 13, 2023	<ul style="list-style-type: none"> • Revised document with multiple edits and changes
4.0	November 13, 2023	<ul style="list-style-type: none"> • Revised paragraph 1.1, 1.2 and table 3-1 • Created D095 letter in paragraph 3.6
4.1	February 13, 2024	<ul style="list-style-type: none"> • Added WY to state drop-down field

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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 Note: <i>FANS or ATN may be authorized</i>
B036	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS) Note: <i>Only RNP 2, 4, and 10 may be authorized</i>
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 Note: <i>Only EFVS Operations to 100 feet above the TDZE may be authorized</i>
C052	Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima - All Airports Note: <i>Only GNSS approaches with LNAV, LP, LNAV/VNAV, or LPV minima may be authorized.</i>
C059	Special Authorization Category I (SA CAT I) Instrument Approach and Landing Operations.
C063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations Note: <i>Only RNP 1 and RNAV 1 may be authorized.</i>
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 paragraph 3.6)



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)

LOA	Initial Request Select if the operator does not hold the LOA and is requesting it for the first time	Amending Request Select if the operator is requesting to add a new aircraft to an LOA currently held	Not Requested
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>Aircraft Statement of Capability (ASOC). Attach a ASOC for the aircraft being operated showing the aircraft is compliant for all the LOAs requested in Table 2-1. Note: 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>Manufacturer documentation of installed optional equipment. 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>Training Statement of Compliance (TSOC). Attach a valid TSOC from the training provider the pilots utilized to meet training requirements for the LOAs requested in Table 2-1. Note: 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>Flight Crew Training Documentation. Attach documentation showing the flight crew has completed the courses listed on the TSOC for the LOAs requested in Table 2-1.</p> <p>Note 1: A certificate, diploma, logbook endorsement, or a training record are all acceptable forms of documentation.</p> <p>Note 2: 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>Note 3: 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>Note 4: 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>Procedures Statement of Compliance (PSOC). Attach the operator’s manual(s) that contain a PSOC showing compliance with the procedural requirements of the LOAs requested in Table 2-1.</p> <p>Note 1: 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>Note 2: 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>Charter membership documentation. 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>Note: Instructions for becoming a member of the charter can be found at http://www.fans-cra.com/.</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>Master Document OFP/crew flight plan/computer flight plan. 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"> → The equipment codes. These codes should match the codes provided in the ASOC. → The PBN/, DAT/ COM/, SUR/ strings. These strings of codes should match the strings provided in the ASOC. → The Fuel load allocation. The fuel should be allocated in accordance with ICAO Annex 6, Part II. → The Equal Time Point (ETP) Analysis. The ETP analysis should contain at least three scenarios. <ol style="list-style-type: none"> 1. Engine Out 2. Depressurization 3. Medical Divert <p>Note: See Appendix B of this guide for more information.</p>
	<p>FAA Form 7233-4. Attach a completed FAA Form 7233-4 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)






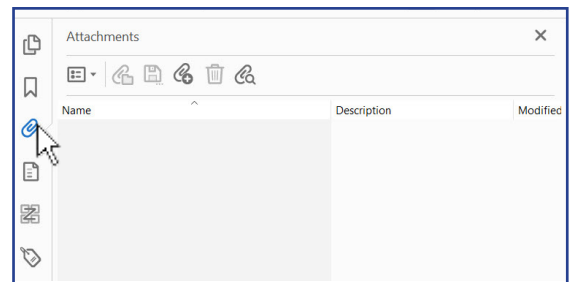
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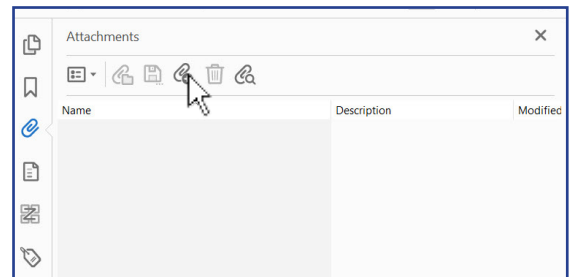
Appendix A | How to Attach Documents using Adobe Acrobat

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

✕

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🗑️
🔍

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

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
 -EGW0639 EGSS **Item 18**
 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 ADDRESSE(S) AND/OR ORIGINATOR: [REDACTED]

3 MESSAGE TYPE: << ☰ (FPL) >> 7 AIRCRAFT IDENTIFICATION: [REDACTED] 8 FLIGHT RULES: - [1] TYPE OF FLIGHT: [G] << ☰ >>
 9 NUMBER: [REDACTED] TYPE OF AIRCRAFT: GLF4 / M WAKE TURBULENCE CAT: [REDACTED] 10 EQUIPMENT: SBDE1E2E3FGHIJ3J4J5P2RWXYZ/LB1D1 << ☰ >>
 13 DEPARTURE AERODROME: KLBE TIME: 1200 << ☰ >>
 15 CRUISING SPEED: [REDACTED] 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 HR. MN → PERSONS ON BOARD: P / 1 → R / U VHF V E
 SURVIVAL EQUIPMENT: → S / P DESERT: D MARITIME: M JUNGLE: J → JACKETS: J LIGHT: L FLUORES: F UHF: U VHF: V
 DINGHIES: NUMBER: 02 / CAPACITY: 028 → COVER: C → COLOUR: YELLOW << ☰ >>
 AIRCRAFT COLOUR AND MARKINGS:
 A / WHITE SILVER BLUE
 REMARK: [REDACTED] << ☰ >>
 PILOT IN COMMAND: [REDACTED] << ☰ >>
 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.

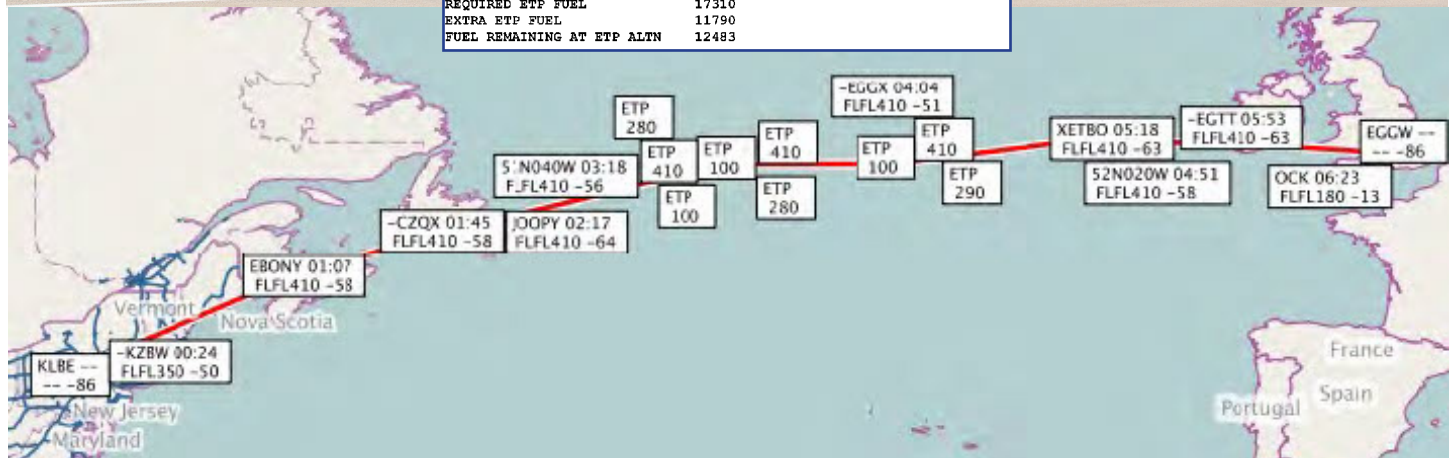
The following is an example of an Equal Time Point Analysis. Below are examples of data for cruise altitude with all engines, one engine inoperative, and for depressurization.

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.

Contact the

[Flight Technologies and Procedures Division](#) at:

Phone: (202) 267-8790

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

