

STREAMLINED LOA APPLICATION GUIDE



LOA

Streamlined Operational Approvals

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

Version 5.1

Inspectors:

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

Next**GEN**





Letter of Request



To: Responsible Flight Standards Office

I am requesting the LOAs identified in Section 4 of this application guide be processed using the FAA Streamlined Part 91 Operational Approval Process described in FAA Order Volume 3, Chapter 18, Section 15. This guide, provided by the by the [Flight Technologies and Procedures Division](#), constitutes our streamlined part 91 operational approval application. The guide was used to provide operator information, aircraft information, and supporting documentation for the LOAs selected. The information provided with, and attached to, this guide is complete and accurate to the best of my knowledge.

Operator:

Name:

Title

Sincerely,

(An employee of the operator with the authority to make this request)





OVERVIEW and INSTRUCTIONS



2.1 Application Overview

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.

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

LOAs Available in the Streamlined Application

A056: Data Link Communications

Note: FANS or ATN may be authorized

B036: Oceanic Required Navigation Performance (RNP) Operations

Note 1: May also be titled, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems.

Note 2: Only RNP 2, 4, and 10 using multiple long range navigation systems may be authorized.

B039: Operations in North Atlantic High Level Airspace (NAT HLA)

B046: Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

C048: Enhanced Flight Vision System (EFVS) Operations

Note: 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 Precision Approach and Landing Minima - All Airports

Note: 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)

D195: Minimum Equipment List (MEL)





2.2 Instructions

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

Steps	Instructions
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	Fill out the general information requested in Section 3 .
3	Select the LOAs the operator is requesting in Section 4 .
4	Attach the documentation identified in Section 4 for the LOAs that the operator is requesting.
5	Complete Section 1 and submit the application to the Flight Standards District Office or International Field Office in your region. Note: Contact your servicing Flight Standards office for to determine the preferred method for submitting the application such as email or using the FAA's Safety Assurance System (SAS) External Portal.

2.3 Helpful Tips

Tips	Suggestions
1	Avoid submitting duplicate capability or compliance documents. A single copy is usually sufficient to demonstrate compliance for the LOAs listed on the SOC.
2	Avoid submitted unnecessary documentation. Only submit the documents identified in this guide.
3	Highlighting flight plan documentation is encouraged to draw attention to relevant information.
4	Do not apply for an LOA A056, B036, C048, C063, or C073 if you already hold the LOA listing a M/M/S with the same equipment.





APPLICANT INFORMATION



Point of Contact for the Application

This is the person the FAA will contact about the contents of this application

Name:	Phone:
Email:	

Aircraft Owner

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

Name:

Aircraft Operator

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

Name:	4 letter FAA Designator:
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Principal Base of Operations

The physical address where the operator conducts business or resides

Street:			
City:	State/Province:	Country:	Postal Code:

Mailing Address for the Operator

(if different from Principal Base of Operations address)

Street:			
City:	State/Province:	Country:	Postal Code:

Responsible Person

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.

Name:	Phone:
Email:	



Aircraft Information

Airport Name and Identifier where the aircraft is located:

Manufacturer:

Model:

Series:

Reg Number:

Serial Number:

Certified Seat Number:

Installed Seat Number:





LOA SELECTIONS



4.1 Section Overview

In this section, select each Letter of Authorization (LOA) you're requesting. Ensure that your application includes the necessary documentation listed for the LOA(s) selected. Inspectors will use these documents to verify your eligibility for each selected LOA. Here's a summary of the key documents you may need:

Aircraft Statement of Capability (ASOC):

Purpose: ASOCs are used to verify the aircraft capabilities meet the requirements for the requested LOA(s).

Source: Request the ASOC for your aircraft from the aircraft manufacturer.

Usage: The ASOC can be used to show compliance for multiple LOAs in the application.

Training Statement of Compliance (TSOC):

Purpose: TSOCs are used to verify training courses meets the requirements for the requested LOA(s).

Source: Request a TSOC from your training provider(s).

Usage: One TSOC may apply to several LOAs, but often multiple TSOCs are needed to verify flight crew training compliance.

Procedural Statement of Compliance (PSOC):

Purpose: PSOCs are used to verify procedures meet the requirements for the requested LOA(s).

Source: PSOCs are often directly incorporated into a manual. If not, request a PSOC for your manual from your procedures provider.

Usage: One PSOC may apply to several LOAs, multiple manuals may be needed to verify procedural compliance.





4.2 A056 - Data Link Communications

Select an A056 option below.

	The operator is requesting an initial issuance of LOA A056
	The operator is requesting to add an aircraft to an issued and active LOA A056
	The operator is NOT requesting LOA A056 or already holds the LOA for a M/M/S with the same equipment

Documentation

The following documentation should be included in the application to show eligibility for A056

Aircraft Capability Documents

A valid **Aircraft Statement of Capability (ASOC)** showing the aircraft capabilities support LOA A056 Data link FANS and/or Data link ATN, and
Any additional documentation identified in the ASOC needed to verify compliance.

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA A056, and
Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.
Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.
Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.

Flight Plan Documents

Operational flight planning documents described in [Appendix B](#).

If the operator is requesting an initial issuance of LOA A056 the following documents should also be included in the application.

Procedural Compliance Documents

The operator's manual with a Procedures Statement of Compliance (PSOC) page showing compliance with LOA A056.
Note: 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.

Charter membership documentation

Documentation showing the operator and operator's CSP(s) are members of the Performance-Based Communication and Surveillance (PBCS) Global Charter.
Note: A list of chart members and instructions for becoming a member of the charter can be found at: <https://www.fans-cra.com>.





4.3 B036 - Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation

Select a B036 option below.

	The operator is requesting an initial issuance of LOA B036
	The operator is requesting to add an aircraft to an issued and active LOA B036
	The operator is NOT requesting LOA B036 or already holds the LOA for a M/M/S with the same equipment

Documentation

The following documentation should be included in the application to show eligibility for B036

Aircraft Capability Documents

A valid Aircraft **Statement of Capability (ASOC)** showing the aircraft capabilities support LOA B036 RNP2, RNP4, or RNP 10 operations, and
Any additional documentation identified in the ASOC needed to verify compliance.

Flight Plan Documents

Operational flight planning documents described in [Appendix B](#).

If the operator is requesting an initial issuance of LOA B036 the following documents should also be included in the application.

Training Compliance Documents

A valid Training Statement of Compliance (TSOC) showing courses offered that meet the training requirements for LOA B036, and
Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.

Procedural Compliance Documents

The operator's manual with a Procedures Statement of Compliance (PSOC) page showing compliance with LOA B036.

Note: 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.





4.4 B039 - Operations in North Atlantic High Level Airspace

Select a B039 option below.

	The operator is requesting an initial issuance of LOA B039
	The operator is NOT requesting LOA B039

Documentation

The following documentation should be included in the application to show eligibility for B039

Note: The documentation is in addition to the documentation required for B036.

LOA B036

An active B036 issued to the operator or all the documentation listed in [Section 4.3](#)

Flight Plan Documents

Operational flight planning documents described in [Appendix B](#).

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA B039, and

Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.

Procedural Compliance Documents

The operator's manual with a **Procedures Statement of Compliance (PSOC)** page showing compliance with LOA B039.

Note: 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.





4.5 B046 - Operations in Reduced Vertical Separation Minimum (RVSM) Airspace

Select a B046 option below.

	The operator is requesting an initial issuance of LOA B046
	The operator is requesting to add an aircraft to an issued and active LOA B046
	The operator is NOT requesting LOA B046

Documentation

The following documentation should be included in the application to show eligibility for B046

Aircraft Capability Documents

A valid **Aircraft Statement of Capability (ASOC)** showing the aircraft capabilities support LOA B046, and
Any additional documentation identified in the ASOC needed to verify compliance.

If the operator is requesting an initial issuance of LOA B046 the following documents should also be included in the application.

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA B046, and
Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.

Procedural Compliance Documents

The operator's manual with a Procedures Statement of Compliance (PSOC) page showing compliance with LOA B046.

Note: 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.





4.6 C048 - Enhanced Flight Vision System (EFVS) Operations

Select a C048 option below.

	The operator is requesting an initial issuance of LOA C048
	The operator is requesting to add an aircraft to an issued and active LOA C048
	The operator is NOT requesting LOA C048 or already holds the LOA for a M/M/S with the same equipment

Documentation

The following documentation should be included in the application to show eligibility for C048

Aircraft Capability Documents

A valid **Aircraft Statement of Capability (ASOC)** showing the aircraft capabilities support LOA C048 EFVS Operations to 100 feet above the TDZE Operations, and
Any additional documentation identified in the ASOC needed to verify compliance.

If the operator is requesting an initial issuance of LOA C048 the following documents should also be included in the application.

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA C048, EFVS Operations to 100 feet above the TDZE and
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). Highlight the endorsement to facilitate processing.





4.7 C052 - Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima - All Airports

Select a C052 option below.

	The operator is requesting an initial issuance of LOA C052
	The operator is requesting to add an additional approach type to an issued and active LOA C052
	The operator is NOT requesting LOA C052

Documentation

The following documentation should be included in the application to show eligibility for C052

Aircraft Capability Documents

A valid **Aircraft Statement of Capability (ASOC)** showing the aircraft capabilities support LOA C052 for GNSS approach operations

Any additional documentation identified in the ASOC needed to verify compliance.

Training Compliance Documents

A valid Training Statement of Compliance (TSOC) showing courses offered that meet the training requirements for LOA C052 for GNSS Approach Operations, and

Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.





4.8 C063 - Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations

Select a C063 option below.

	The operator is requesting an initial issuance of LOA C063
	The operator is requesting to add an aircraft to an issued and active LOA C063
	The operator is NOT requesting LOA C063 or already holds the LOA for a M/M/S with the same equipment

Documentation

The following documentation should be included in the application to show eligibility for C063

Aircraft Capability Documents

A valid Aircraft Statement of Capability (ASOC) showing the aircraft capabilities support LOA C063.

Any additional documentation identified in the ASOC needed to verify compliance.

If the operator is requesting an initial issuance of LOA C063 the following documents should also be included in the application.

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA C063 for GNSS Approach Operations, and Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.





4.9 C073 - Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)

Select a C073 option below.

	The operator is requesting an initial issuance of LOA C073
	The operator is requesting to add an aircraft to an issued and active LOA C073
	The operator is NOT requesting LOA C073 or already holds the LOA for a M/M/S with the same equipment

Documentation

The following documentation should be included in the application to show eligibility for C073

Aircraft Capability Documents

A valid **Aircraft Statement of Capability (ASOC)** showing the aircraft capabilities support LOA C073

Any additional documentation identified in the ASOC needed to verify compliance.

If the operator is requesting an initial issuance of LOA C073 the following documents should also be included in the application.

Training Compliance Documents

A valid **Training Statement of Compliance (TSOC)** showing courses offered that meet the training requirements for LOA C073 for GNSS Approach Operations, and

Documents showing the flight crew operating the aircraft has completed the course(s) such as training certificates, diplomas, records, or logbook endorsements.

Note 1: All training records should post date the TSOC acceptance date or the listed compliance date of the course on the TSOC if stated.

Note 2: Training records from an active Part 135 certificate holder may not match the courses listed on a TSOC, but are acceptable for showing training compliance for LOAs the Part 135 certificate holder has been issued.





4.10 D195 - Minimum Equipment List (MEL)

Select an D195 option below.

The operator is requesting either an initial issuance of D195 or to add an aircraft to an issued and active D195

Note: D195 is the globally accepted authorization for MEL use internationally. Operators seeking to use a MMEL as a MEL under LOA D095 should notify their inspector of the intention to apply separately using guidance contained in [AC 91-67](#), chapter 6.

The operator is NOT requesting LOA D195

Documentation

The following documentation should be included in the application to show eligibility for D195

Operator Developed MEL.

Attestation letter

Fill out and digitally sign the following attestation letter in [Appendix C](#). 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.




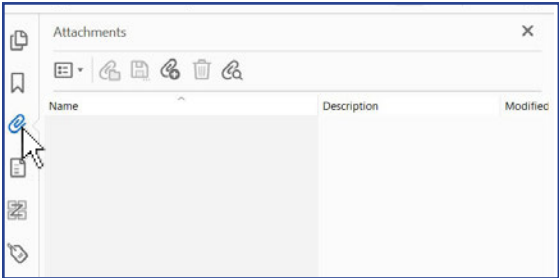



ATTACHING DOCUMENTS

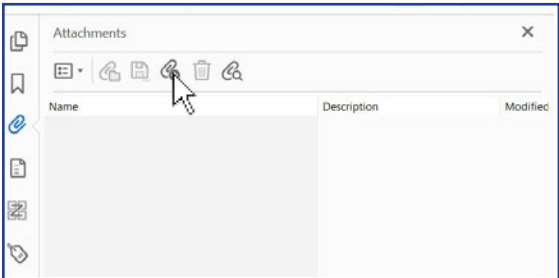


This appendix explains how to use the Acrobat attachment feature to attach supporting documentation directly to this guide. This will allow you to submit this guide as your application with all the attachments included in one PDF file. If you do not have Acrobat, you will need to provide the attachments 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 the table on page [2-1](#) and [Section 4](#) of this guide before submitting the application.

Attachments			X
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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	

IMPORTANT TIP:

Please avoid submitting duplicate documents in this application; a single copy is usually sufficient to demonstrate compliance for the LOAs listed on the SOC.
Submitting extra copies may delay processing time.





FLIGHT PLAN DOCUMENTS



Flight planning documents submitted with the application should be representative of one that would be used by the crew operating the aircraft on an oceanic flight. The documents should be generated by the flight planning vendor the operator typically uses. A single set of flight plan documents may be used to meet the requirements for multiple LOAs.

Documentation

The following constitutes a complete set of flight plan documents

- ☐ A computerized operational flight plan (OFP) for a typical oceanic flight conducted by the operator;

Note: For B039 applications, the route of flight should pass through the NAT HLA, between FL285 and FL420

Note: Highlight the following to avoid any processing delays:

- The codes in fields 10a,10b of the ATC Flight Plan and/or in the Form 7233-4. The ASOC provides information for correct coding.
- The remarks in field 18 (PBN/, NAV/, DAT/, SUR/). The ASOC provides information for correct remarks.
- The Flight Plan Fuel Allocation. The fuel allocation should be in accordance with ICAO [Annex 6, Part II](#) as applicable.
- Equal Time Point (ETP) analysis for at least the three scenarios : Engine Out, De-pressurization, Medical Divert or equivalent.

- ☐ FAA Form 7233-4 (or equivalent) for the route filed with ATC;
- ☐ A Graphic depiction of route/tracks and Equal Time Points (ETPs)
- ☐ A weather product for the route;
- ☐ NOTAMs for the route;
- ☐ RAIM prediction product; and
- ☐ A track message should be included if your route of flight utilized the NAT HLA tracks.

See [FAA Flight Planning Information](#)





D195 ATTESTATION



C.1 Attestation Letter

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](#) to 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) listed below, is not less restrictive than the MMEL, and contains:

1. The name of the operator, aircraft serial and registration numbers (or “Fleet”), aircraft M/M/S, and the MMEL revision number on which the MEL is based;
2. A table of contents;
3. A log of revisions;
4. Definitions, per current MMEL Policy Letter [\(PL\)-25](#);
5. A preamble, per current MMEL [PL-36](#);
6. Control page(s);
7. Air Transport Association of America (ATA) [or Joint Aircraft System/Component (JASC)] coded system sections;
8. Maintenance (M) and Operations (O) procedures that correspond with the (M) and (O) provisos listed in the MMEL; and
9. Applicable MMEL items that contain the statement “as required by 14 CFR.”

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*)



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:

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

