

# FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



## LOA

### *Streamlined Operational Approvals*

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

*Version 2.2*

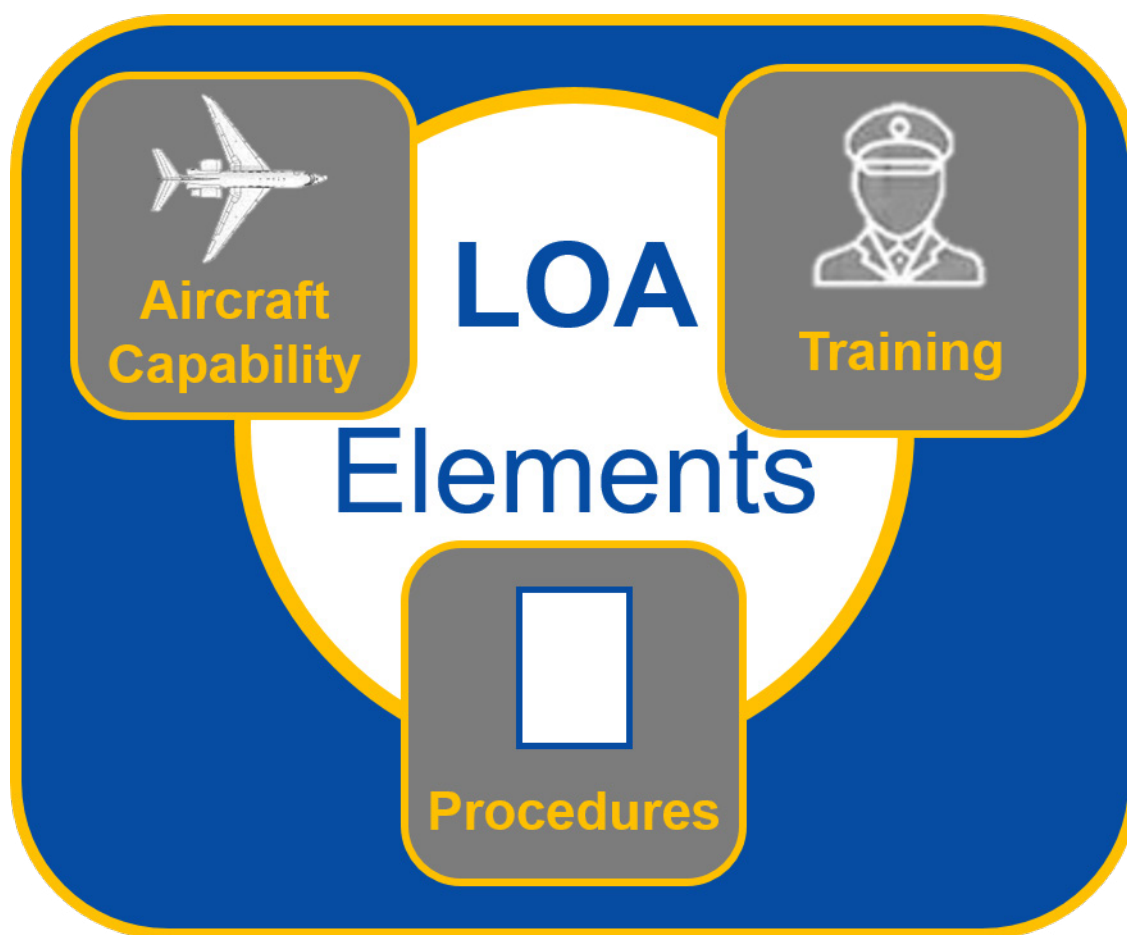
#### **Inspectors:**

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

Next**GEN**



# FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION



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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>

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## Section 1 | Overview

### 1.1 Purpose and Applicability

This guide will help identify information and documentation needed to verify eligibility for any Letters of Authorization (LOA) requested in a Streamlined Part 91 Operational Approval Application. Streamlined Part 91 Operational Approvals are available for Part 91 operators requesting any or all of the LOAs listed in Table 1-1 to operate an aircraft assembled and delivered directly from the aircraft manufacturer (OEM).

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

<b>LOA</b>	<b>Title</b>
<b>A056</b>	Data Link Communications
<b>B036</b>	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)
<b>B039</b>	Operations in North Atlantic High Level Airspace (NAT HLA)
<b>B046</b>	Operations in Reduced Vertical Separation Minimum (RVSM) Airspace
<b>B054</b>	Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System.
<b>C048</b>	Enhanced Flight Vision System (EFVS) Operations
<b>C052</b>	Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima - All Airports
<b>C063</b>	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations
<b>C073</b>	Vertical Navigation (VNAV) Instrument Approach Procedures (IAP) Using Minimum Descent Altitude (MDA) as a Decision Altitude (DA)/Decision Height (DH)
<b>D095</b>	MMEL used as an MEL





## 1.2 Application Instructions

1. Familiarize yourself with this guide and the information and documentation requested.
2. Contact your servicing Flight Standards office to discuss the application process and expectations prior to submitting the application.
3. Complete [Section 2](#).
4. Attach all documents described in [Section 3](#). The best method for doing this is to use the process described in [Appendix A](#).
5. This guide serves as your Streamlined Part 91 Operational Approval Application when you have completed [Section 2](#) and attached all supporting documentation requested in [Section 3](#). Forward the completed application to the FAA Safety Assurance 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](#)

***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](mailto:9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov)**







## 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.*

Operator Name:

Operator Four Letter Designation (*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 Estimated Aircraft Delivery from the Manufacturer:

Date:

Applications should be submitted no more that 60 days prior to the manufacturer delivery of the aircraft. Applications may be submitted up to 60 days after the manufacturer delivery. Allow at least three weeks to process application and issue the LOAs requested.

## 2.9 LOA Selection(s):

Select the LOAs requested in Table 2-1 and indicate whether it is a new LOA or an amendment to an existing LOA. Table 2-1 identifies the type of documentation necessary to show eligibility for each LOA. More information on the necessary documentation is included in [Section 3](#).





Table 2-1, LOA Selection(s)

LOA	Requesting Initial LOA	Adding Aircraft to Existing LOA	Not Requesting LOA
A056	Aircraft Capability Documents Training Compliance Documents Procedures Compliance Documents Sample Flight Plan PBCS Global Charter Membership	Aircraft Capability Documents Training Compliance Documents Sample Flight Plan	
B036*	Aircraft Capability Documents Training Compliance Documents Procedures Compliance Documents Sample Flight Plan	Aircraft Capability Documents Sample Flight Plan	
B039	Aircraft Capability Documents Training Compliance Documents Procedures Compliance Documents Sample Flight Plan	No documentation required.	
B046	Aircraft Capability Documents Training Compliance Documents Procedures Compliance Documents	Aircraft Capability Documents	
B054	Aircraft Capability Documents Training Compliance Documents Procedures Compliance Documents Sample Flight Plan	Aircraft Capability Documents Sample Flight Plan	
C048	Aircraft Capability Documents, Training Compliance Documents	Aircraft Capability Documents	
C052**	Aircraft Capability Documents, Training Compliance Documents	No documentation required.	
C063***	Aircraft Capability Documents, Training Compliance Documents	Aircraft Capability Documents	
C073	Aircraft Capability Documents, Training Compliance Documents	Aircraft Capability Documents	
D095	None	No documentation required	

**\*Note 1:** Advanced RNP (A-RNP) functions are not authorized for B036 in the streamlined application process. Operators seeking A-RNP authorization should make the request separate from the streamlined application. This process authorizes the best RNP value (e.g. RNP 2, RNP 4, or RNP 10, as documented on the ASOC).

**\*\*Note 2:** For C052, this streamlined process authorizes all aircraft approved approaches, as documented on the ASOC.

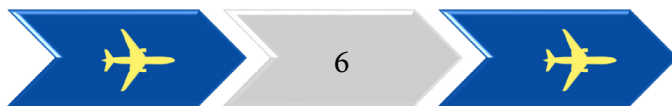
**\*\*\*Note 3:** Advanced RNP (A-RNP) functions are not authorized for C063 in the streamlined application process. Operators seeking A-RNP authorization should make the request separate from the streamlined application.



# A P P L I C A T I O N F O R M



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## Section 3 | Supporting Documentation

### 3.1 Aircraft Capability Documents

Attach the following aircraft documentation when requested in [Table 2-1](#). See [Appendix A](#) for the preferred method for attaching documents to the application guide.

**Table 3-1, Aircraft Capability Documents**

Check Box	Attachment(s)
	<p><b>Aircraft Statement of Capability (ASOC).</b> Attach an ASOC that shows the aircraft meets the aircraft capability requirements for the LOAs requested.</p> <p><b>Note:</b> An ASOC is obtained from the aircraft manufacturer.</p>
	<p><b>Manufacturer documentation of installed optional equipment.</b> Attach this documentation if there is equipment listed in the applicability column of Section 1 of the ASOC for an LOA you are requesting. This documentation should show the equipment has been installed by the manufacturer.</p>

### 3.2 Training Compliance Documents

Attach the following training documentation when requested in [Table 2-1](#). See [Appendix A](#) for the preferred method for attaching documents to the application.

**Table 3-2, Training Compliance Documents**

Check Box	Attachments
	<p><b>Training Statement of Compliance (TSOC).</b> Attach a TSOC(s) that shows the training provider's curriculum meets crew training requirements for the LOAs requested.</p> <p><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>Training provider documentation of completed training.</b> Attach documentation showing at least one complete crew has completed the training provider's curriculum listed on the TSOC for the LOAs requested. Documentation may vary depending on the training provider (i.e. certificate, diploma, training record etc.).</p> <p><b>Note:</b> For C048 requests a logbook or record of training must contain an 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 Documents

Attach the following procedures documentation when requested in [Table 2-1](#). See [Appendix A](#) for the preferred method for attaching documents to the application.

**Table 3-3, Procedures Compliance Documents**

Check Box	Attachments
	<p><b>Procedures Statement of Compliance (PSOC).</b> Attach a PSOC(s) that shows the vendor's procedures meet the procedural requirements for the LOAs requested.</p> <p><b>Note:</b> A PSOC is obtained from the procedures provider. Multiple PSOCs may be necessary to show eligibility for all the LOAs in the application.</p>
	<p><b>Evidence that you are in possession of the vendor's products listed on the PSOC.</b> Attach evidence that shows the section of the procedures/manual where the PSOC revision number is annotated. A screen shot of the relevant page(s) is acceptable.</p>





### 3.4 Sample Flight Plan

Attach a sample flight plan when requested in [Table 2-1](#). See [Appendix A](#) for the preferred method for attaching documents to the application.

Table 3-4, Sample Flight Plan

Check Box	Attachment
	<p><b>Sample Flight Plan:</b></p> <p>Attach an information package that flight crews would use for a typical oceanic or remote continental route flown in your operation. The package should include:</p> <ol style="list-style-type: none"><li>1. Coded ICAO flight plan or a completed Form 7233-4. The aircraft equipment codes in Block 10 and remarks for PBN/, NAV/, DAT/, and SUR/ in Block 18 of Form 7233-4 and in the Coded ICAO flight plan should reflect the aircraft capabilities and authorizations requested. Additional information is available in Appendix B of this guide.</li><li>2. Total fuel load calculations. The detailed fuel load should incorporate fuel categories defined in ICAO Annex 6 Part II. Additional information is available in Appendix B of this guide.</li><li>3. Equal time point analysis. The analysis should contain scenarios for engine out, medical divert, and loss of pressurization. Fuel calculations in each of these scenarios should indicate fuel available on landing at the designated enroute alternates. Additional informations is available in Appendix B of this guide.</li></ol> <p><b>Note 1:</b> If this application includes a request for B039, the sample flight plan should show a flight across the North Atlantic.</p> <p><b>Note 2:</b> Applicants should ensure the flight planning services are producing accurate flight plans before submitting this application to the FAA.</p>





### 3.5 Performance-Based Communication and Surveillance (PBCS) Global Charter Membership *(If requesting LOA A056)*

Attach charter membership when requested in [Table 2-1](#). See [Appendix A](#) for the preferred method for attaching documents to the application.

**Table 3-5, PBCS Global Charter Membership**

Check Box	Attachment
	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 <i>Performance-Based Communication and Surveillance (PBCS) Global Charter</i>. Charter membership (stakeholders) is listed at <a href="https://www.fans-cra.com/charter/stakeholders/">https://www.fans-cra.com/charter/stakeholders/</a>. 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>




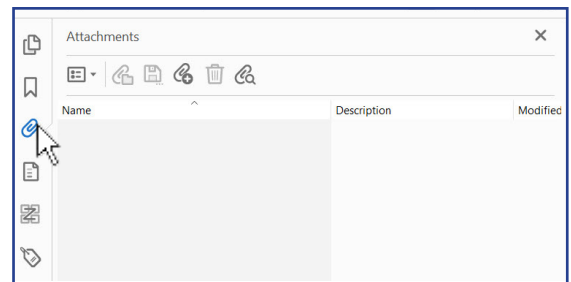





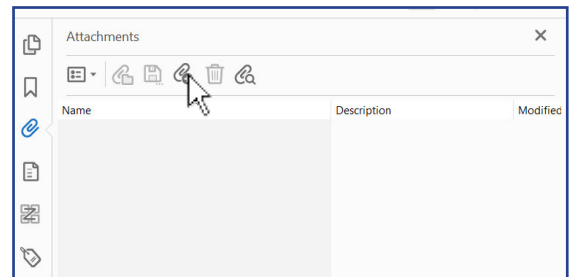
## Appendix A | How to Attach Documents using Adobe Acrobat

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 <span>×</span>		
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.

**Item 10a/b**

(FPL [REDACTED] IG [REDACTED] SBDE1E2E3FGHIJ3J4J5P2RWXYZ/LB1D1

-GLF4/M [REDACTED] 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

BEDEKIL

**Item 18**

-EGGW0639 EGSS

PBN/AIBICID1101S1S2 NAV/RNP2 [REDACTED] DAT/CPDLCK

1FANSE2PDC SUR/260B RSP180 DOF/211115 REG/

EET/CZQM0108 CZQX0145 EGGX0404 EISN0514 EGGT0553

JOOPY0217 49N050W0228 51N040W0318 51N030W0404 52N020W0451

SEL/EFOR [REDACTED] PER/D RMK/AGCS EQUIPPED

R/0947 P/1 R/0VE S/PHD J/LFVU D/2 28 YELLOW A/WHITE SILVER BLUE

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 MARCH2C MATCH DCT LOFFO DET2A EGSS

**FLIGHT PLAN**

PRIORITY: << FF >> ADDRESS(S): KZOBZQZX CZQMZQZX CZQXZQZX EUCBZMFP

FILING TIME: ORIGINATOR: << == >>

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

3 MESSAGE TYPE: << == (FPL) >> 7 AIRCRAFT IDENTIFICATION: GLF4 8 FLIGHT RULES: I 9 NUMBER: 10 EQUIPMENT: SBDE1E2E3FGHIJ3J4J5P2RWXYZ/LB1D1

13 DEPARTURE AERODROME: KLBE 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 BEDEKIL

16 DESTINATION AERODROME: EGGW TOTAL EET: 0639 ALTN AERODROME: EGSS 2ND ALTN AERODROME:

18 OTHER INFORMATION: - [PBN/AIBICID1101S1S2 NAV/RNP2 [REDACTED] DAT/CPDLCK 1FANSE2PDC SUR/260B RSP180 DOF/211115 REG/ [REDACTED] EET/CZQM0108 CZQX0145 EGGX0404 EISN0514 EGGT0553 JOOPY0217 49N050W0228 51N040W0318 51N030W0404 52N020W0451 SEL/EFOR [REDACTED] PER/D RMK/AGCS EQUIPPED

19 ENDURANCE: E / 0947 PERSONS ON BOARD: P / 1 EMERGENCY RADIO: UHF VHF ELT

SURVIVAL EQUIPMENT: S / POLAR DESERT MARITIME JUNGLE JACKETS LIGHT FLUORES UHF VHF

DINGHIES NUMBER: 02 CAPACITY: 028 COVER: C COLOUR: YELLOW

AIRCRAFT COLOUR AND MARKINGS: A / WHITE SILVER BLUE

REMARK: X /

PILOT IN COMMAND: C /

FILED BY: 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.



**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 (CYVR) / 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 CYVR	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 (CYVR) / 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 CYVR	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								

