

VOLUME 3 GENERAL TECHNICAL ADMINISTRATION**CHAPTER 18 OPERATIONS SPECIFICATIONS****Section 15 Streamlined Part 91 Operational Approvals****Source Basis:**

- **Section 61.66, Enhanced Flight Vision System Pilot Requirements.**
- **Section 91.176, Straight-In Landing Operations Below DA/DH or MDA Using an Enhanced Flight Vision System (EFVS) Under IFR.**
- **Section 91.180, Operations Within Airspace Designated as Reduced Vertical Separation Minimum Airspace.**
- **Section 91.213, Inoperative Instruments and Equipment.**
- **Section 91.511, Communication and Navigation Equipment for Overwater Operations.**
- **Section 91.703, Operations of Civil Aircraft of U.S. Registry Outside of the United States.**
- **Section 91.706, Operations Within Airspace Designated as Reduced Vertical Separation Minimum Airspace.**
- **Part 91 Appendix G, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.**

3-18-15-1 USE OF THIS GUIDANCE. Inspectors should use the guidance in this section to process a Streamlined Part 91 Operational Approval Application. Unless otherwise specified in this section, inspectors should not utilize technical guidance in other areas of this order to determine aircraft capability, pilot training, and operational procedures requirements for the Letters of Authorization (LOA). Generic administrative guidance for issuing LOAs still applies to the streamlined process.

3-18-15-3 SAFETY ASSURANCE SYSTEM (SAS) INSTRUCTIONS.

A. Work Resourcing. Flight Standards District Office (FSDO) and International Field Office (IFO) personnel with applicable SAS permissions and responsibility for resourcing work should create a task in the Office Workload List (OWL) using the Task Code/Title, “SLOA-Streamlined Letters of Authorization (LOA).” The task should be assigned to an Operations or Avionics inspector, but if resources allow, a team comprised of both is preferable. Refer to Volume 10 and Quick Reference Card Q2-06, Office Workload List: Add New Task & Resource Task, for more information.

B. SAS Activity Recording (AR). Inspectors assigned an “SLOA-Streamlined Letters of Authorization (LOA)” task should trigger AR record 1221 or 5221 to document the work for processing all the LOAs associated with the application. In addition, inspectors should trigger AR record 1411 or 5411 if authorizing LOA B046 to facilitate the monitoring of Reduced Vertical Separation Minimum (RVSM) operations. Refer to Volume 10 and Quick Reference Card Q10-02, Activity Recording: Activity Data Collection, for more information.

3-18-15-5 APPLICABILITY. A Streamlined Part 91 Operational Approval Application is available for operators utilizing the specialized streamlined documentation described in this section to request LOAs to operate an aircraft.

Table 3-18-15A. LOAs Available in the Streamlined Part 91 Operational Approval Application

LOA	TITLE
A056	Data Link Communications <i>Note: Future Air Navigation System (FANS) or Aeronautical Telecommunication Network (ATN) may be authorized.</i>
B036	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS) <i>Note: Only Required Navigation Performance (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 RNP 10 Operations Using a Single Long-Range Navigation System
C048	Enhanced Flight Vision System (EFVS) Operations <i>Note: Only EFVS operations to 100 feet above the touchdown zone elevation (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 <i>Note: Only Global Navigation Satellite System (GNSS) approaches with lateral navigation (LNAV), Localizer Performance (LP), LNAV/vertical navigation (VNAV), or localizer performance with vertical guidance (LPV) minima may be authorized.</i>
C063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations <i>Note: 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)
D095	MMEL Used as an MEL

3-18-15-7 GENERAL.

A. Overview of the Streamlined Concept. The Streamlined Part 91 Operational Approval Process increases the efficiency of the LOA application process:

- Applicants may request multiple common LOAs in one application.
- Verification of aircraft capability, crew training compliance, and operational procedures compliance for each LOA is simplified.
- Policy division concurrence is not required to issue streamlined LOAs.

B. Documents in a Streamlined Part 91 Operational Approval Application. The efficiency of the streamlined process comes in part from the use of three documents that inspectors use to verify aircraft capability, crew training compliance, and operational procedures compliance for requested LOAs. All of the following documents have been subject to a review process and accepted by Federal Aviation Administration (FAA) specialists for use in the Streamlined Part 91 Operational Approval Process. Any combination of the following documents may be included in a streamlined application to facilitate the review:

1) Aircraft Statement of Capability (ASOC). The ASOC is a document prepared by an aircraft manufacturer sourced from the Airplane Flight Manual (AFM) or AFM Supplement (AFMS). The ASOC lists the operations a make, model, and series (M/M/S) aircraft is capable of performing. Inspectors use an ASOC as a quick reference to verify the systems installed are eligible to conduct operations authorized in an LOA. An application must include one valid ASOC.

2) Training Statement of Compliance (TSOC). The TSOC is a document prepared by a training provider. A TSOC lists courses containing content necessary for authorizing an LOA. Inspectors use a TSOC as a quick reference to verify that a training course or curriculum completed by a pilot meets the crew training requirements for authorizing an LOA. An application may include a TSOC from each training provider the applicant utilized when training verification is necessary.

3) Procedures Statement of Compliance (PSOC). The PSOC is a document prepared by a procedures provider, generally incorporated into a manual. A PSOC lists the LOA procedural requirements met by the content of the manual. Inspectors use a PSOC as a quick reference to verify procedures or a manual used by an operator are sufficient for authorizing an LOA. An application may include multiple manuals with PSOCs when procedures verification is necessary.

C. Policy Division Concurrence. Assigned inspectors do not require policy division concurrence prior to issuing accepted LOAs in the streamlined application process. Inspectors are still encouraged to interface with policy division subject matter experts (SME) if there are any questions during the authorization process.

D. Resources. Specialists in the Flight Technologies and Procedures Division (AFS-400), Flight Operations Group (AFS-410) are available to assist in the application review

process upon request. The following web page provides useful information:
<https://www.faa.gov/streamlinedLOA/>.

3-18-15-9 APPLICATION REVIEW. Inspectors should use Table 3-18-15B, LOA Items for Inspector Verification, to determine what should be verified for each LOA requested in a streamlined application. Subparagraphs A through E below provide additional detail. Although multiple LOAs may be bundled in the application, inspectors should verify the operator's eligibility for each LOA separately. Inspectors should not issue an LOA if eligibility cannot be verified using the process described below.

NOTE: Inspectors should plan to issue the requested LOAs as close as possible to the date the operator takes operational control of the aircraft. Inspectors should begin processing an application and preparing the draft LOAs in the Web-based Operations Safety System (WebOPSS) in anticipation of this date.

NOTE: The Streamlined Part 91 Operational Approval Application Guide is available to assist operators submitting a complete streamlined application. The guide is available on the AFS-400 Streamlined Part 91 Operational Approval web page: <https://www.faa.gov/streamlinedLOA/>.

Table 3-18-15B. LOA Items for Inspector Verification

LOA	ITEMS FOR INSPECTOR VERIFICATION
A056	• Aircraft Capability (subpara. 3-18-15-9A)* • Training Compliance (subpara. 3-18-15-9B)* • Procedural Compliance (subpara. 3-18-15-9C) • PBCS Global Charter Membership (subpara. 3-18-15-9D) • Flight Planning Demonstration (para. 3-18-15-11)* <i>Note: When operators request to add an aircraft to an existing A056, inspectors should only verify items marked with an asterisk.</i>
B036	• Aircraft Capability (subpara. 3-18-15-9A)* • Training Compliance (subpara. 3-18-15-9B) • Procedural Compliance (subpara. 3-18-15-9C) • Flight Planning Demonstration (para. 3-18-15-11)* <i>Note: When operators request to add an aircraft to an existing B036, B039, B046, or B054, inspectors should only verify items marked with an asterisk.</i> <i>Note: B039 requires the operator to hold B036 or B054.</i>
B039	
B046	
B054	

LOA	ITEMS FOR INSPECTOR VERIFICATION
C048	- Aircraft Capability (subpara. 3-18-15-9A)* - Training Compliance (subpara. 3-18-15-9B)
C052	
C063	<i>Note: When operators request to add an aircraft to an existing C048, C052, C063, or C073, inspectors should only verify items marked with an asterisk.</i>
C073	
D095	Master Minimum Equipment List (MMEL) Briefing (subpara. 3-18-15-9E)

A. Aircraft Capability. Inspectors should reference the ASOC to verify aircraft capability to perform operations for a requested LOA. ASOCs must be signed by AFS-400 and the aircraft manufacturer. ASOCs expire 90 days after the date of the aircraft manufacturer's signature unless otherwise specified in the ASOC. Inspectors should not process an application with an unsigned or expired ASOC.

NOTE: If aircraft capability for any LOA is conditional on the installation of optional equipment, the ASOC will identify the documentation necessary to verify that installation (e.g., aircraft maintenance records documenting the installation of that optional equipment to verify eligibility). This documentation should be provided by the applicant.

B. Training Compliance. Inspectors should reference the TSOC and training completion documents (e.g., diploma, certificate, or training record) from the operator's training provider to verify that at least one complete crew operating the aircraft has completed a course that is compliant with the requirements for an LOA. A streamlined application may contain multiple TSOCs if the operator has received training from multiple training providers. TSOCs must be signed by the training provider's oversight office and the training provider. TSOCs expire 24 months after the training provider's signature unless otherwise specified in the TSOC. Inspectors should not process an application with an unsigned or expired TSOC.

NOTE: Training records should show a date of completion that post-dates the date of course compliance listed on the TSOC.

NOTE: The courses listed on training records from a Title 14 of the Code of Federal Regulations (14 CFR) part 135 certificate holder (CH) may not match those on the TSOC. These training records may be used to verify training compliance for an LOA if the part 135 CH is active, training was completed within the last 2 years, and the inspector can determine the part 135 CH is issued the equivalent operations specification (OpSpec).

C. Procedural Compliance. Inspectors should check the operator's manual(s) for a PSOC to verify they are compliant with the requirements for a requested LOA. A streamlined application may contain multiple manuals if the operator's compliant procedures are found in multiple manuals. PSOCs must be signed by AFS-400 and the procedures provider. PSOCs expire 24 months after the procedures provider's signature unless otherwise specified in the PSOC. Inspectors should not process an application with an unsigned or expired PSOC.

D. Performance-Based Communication and Surveillance (PBCS) Global Charter Membership. Inspectors should use the documentation provided by the applicant to verify the operator and communication service providers are on the list of charter members.

E. Master Minimum Equipment List (MMEL) Briefing. There are no items for inspectors to verify for issuing LOA D095, but inspectors should brief the operator on the provisions of the LOA prior to an initial issuance. Briefing items can be found in Volume 4, Chapter 4, Section 2.

NOTE: Operators using approved minimum equipment lists (MEL) cannot use the streamlined process to request or amend LOA D195. Inspectors should direct operators to submit requests for amending LOA D195 in a separate application.

3-18-15-11 FLIGHT PLANNING DEMONSTRATION. When operators request A056, B036, B039, or B054, inspectors should reference a computer flight plan or a completed FAA Form 7233-4, Pre-Flight Pilot Checklist—International Flight Plan, to verify the following.

NOTE: A tabletop knowledge demonstration may be conducted at the discretion of the inspector if there is reason to believe the operator's knowledge of oceanic operations is not sufficient. Contact the AFS-410 specialist(s) for assistance if necessary.

A. Flight Plan Equipment Codes. Inspectors should verify the operator is using the equipment codes derived from the Flight Plan Code section of the ASOC. The codes can be found in Item 10, Equipment, on FAA Form 7233-4 and on the computer flight plan provided by the operator (see Figure 3-18-15A below). If the codes do not match, the operator should contact their service provider and correct the discrepancy.

B. Flight Plan NAV/, PBN/, DAT/, and SUR/ Capabilities. Inspectors should verify the operator is using the PBN/, NAV/, DAT/, and SUR/ capability codes derived from the Flight Plan Code Section of the ASOC. The codes can be found in Item 18, Other Information, on FAA Form 7233-4 and on the computer flight plan provided by the operator (see Figure 3-18-15A below). If the codes do not match, the operator should contact their service provider and correct the discrepancy.

Figure 3-18-15A. Sample FAA Form 7233-4 and Computer Flight Plan

FAA Form 7233-4

Computer Flight Plan

C. Flight Plan Fuel Requirements (for B036, B039, and B054 only). Inspectors should verify the computer flight plan submitted by the operator shows a minimum fuel load determined from allocating fuel for the following in accordance with International Civil Aviation Organization (ICAO) Annex 6, Part II, International General Aviation—Aeroplanes (see Figure 3-18-15B, Sample Fuel Load Allocation):

- Taxi fuel.
- Trip fuel.
- Contingency fuel. Sometimes referred to as “reserve,” “other,” or “extra.” This should be no less than 5 percent of trip fuel.
- Destination alternate fuel.
- Final reserve fuel. Sometimes referred to as “hold” or “holding.” This should be at least 30 minutes of fuel.

NOTE: If fuel allocation is not in compliance, operators should work with their service provider to determine a format that includes the compliant fuel allocation.

Figure 3-18-15B. Sample Fuel Load Allocation

U1083		KHPN - LEPA				
FLIGHTPLAN		KHPN TO LEPA		M85	03/01/23	
COMPUTED 1600Z FOR EOBT 2200Z						
	FUEL	TIME	DIST	WEIGHTS	PLANNED	MAX LBS
TAXI	000250			BOW	050861	-----
TRIP	LEPA	019827	06.38	3510	+PAYLOAD	000200 007139
CONT	5PCT	000991	00.22		=ZERO FUEL	051061 058000
HOLD		001106	00.30		+FUEL	030000 039250
ALT1	LEBL	001413	00.33	0137		
ADDL		000000	00.00		=RAMP	081061 092750
REQD		023337	08.03		-TAXI	000250 -----
DISC		006413	02.25		=TAKE OFF	080811 092500
B/O FUEL		030000	10.38		LANDING	060984 078600 009923
KHPN BDR ACK JOBOC 4160N 4350N 4340N 4330N 4320N ARMED EPOPO ADORO						
UL155 NVS UM871 NANDO UT257 LASPO UM871 GODOX GODO3M LEPA						
KHPN/410 ADORO/430						

D. Flight Plan Equal Time Point (ETP) Calculations (for B036, B039, and B054 only). Inspectors should verify the computer flight plan submitted by the operator contains ETP fuel calculations for one-engine-inoperative (OEI) (see Figure 3-18-15C below), depressurization, and medical/cruise scenarios. Each scenario should indicate positive fuel available on landing at the designated en route alternates. If the ETP analysis is not included, the operator should work with their service provider to determine a format that includes an ETP analysis.

Figure 3-18-15C. Sample OEI ETP Fuel Calculations

ETP1 - EQUAL TIME POINT DATA FOR LOSS OF ONE ENGINE							
NANTUCKET MEML (KACK) / ST. JOHN'S INTL (CYYT)							
FLIGHT LEVEL 310							
ETP WAYPOINT AT N40 54.0 W061 00.9	TRK	W/C	DIST	MORA	TAS	TIME TO	
ORIGIN APT TO ETP WAYPOINT			599			01.05	
ETP WAYPOINT TO KACK	292	M80	410	FL011	335	01.37	
ETP WAYPOINT TO CYYT	055	M03	537	FL020	336	01.37	
TEMP AT FLIGHT LEVEL 310	ISA	-03					
FUEL BURN TO ETP WAYPOINT			4305				
FUEL OVERHEAD ETP WAYPOINT			25445				
FUEL BURN FROM ETP TO ALTN			3518				
ETP HOLD FUEL (15MIN)			631				
ETP ADDITIONAL FUEL			0				
REQUIRED ETP FUEL			8454				
EXTRA ETP FUEL			21296				
FUEL REMAINING AT ETP ALTN			21926				

3-18-15-13 ISSUING THE LOAs. If eligibility for any requested LOA cannot be verified, the LOA should not be issued, and the request should be reviewed outside the streamlined process. If the applicant meets the requirements for a requested LOA in the streamlined application, the LOA should be issued. Although the application bundles requests for multiple LOAs, the LOAs are processed and issued individually in WebOPSS. Use information in Section 2 of the ASOC to facilitate filling out equipment tables in the LOAs. Policy division concurrence is not required to issue the LOAs in the application.

3-18-15-15 through 3-18-15-29 RESERVED.