

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 Designed as Reduced Vertical Separation Minimum Airspace.**
- **Part 91 Appendix G, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.**

NOTE: Inspectors assigned to process a Streamlined Part 91 Operational Approval Application should use the guidance in this section instead of the guidance typically used to process applications for individual Letters of Authorization (LOA). This guidance facilitates the streamlined process and enables inspectors of varying experience levels to issue the LOAs without policy division concurrence.

3-18-15-1 SAFETY ASSURANCE SYSTEM (SAS) INSTRUCTIONS.

A. Work Resourcing. Safety Assurance (SA) office 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 and 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 operational monitoring. Refer to Volume 10 and Quick Reference Card Q10-02, Activity Recording: Activity Data, for more information.

3-18-15-3 APPLICABILITY. Streamlined Part 91 Operational Approvals are only available to part 91 operators requesting specific LOAs (see Table 3-18-15A, LOAs Available in the

Streamlined Part 91 Operational Approval Application) to operate an aircraft assembled and delivered to the owner by the manufacturer.

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

LOA	TITLE
A056	Data Link Communications
B036	Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS)
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
C052	Straight-in Non-Precision, Approach Procedure with Vertical Guidance (APV), and Category I Precision Approach and Landing Minima – All Airports
C063	Area Navigation (RNAV) and Required Navigation Performance (RNP) Terminal Operations
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

3-18-15-5 GENERAL.

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

- Allowing applicants to request up to 10 common LOAs in one application.
- Utilizing industry and Federal Aviation Administration (FAA) subject matter expertise to verify aircraft capability, crew training compliance, and operational procedures compliance related to specific LOAs.
- Removing the requirement to obtain FAA policy division concurrence.

B. Components of a Streamlined Part 91 Operational Approval Application. The following is a description of the documents that enable the streamlined process:

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 should include one ASOC for the aircraft.

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 should include a TSOC from each training provider the applicant utilized.

3) Procedures Statement of Compliance (PSOC). The PSOC is a document prepared by a procedures provider. A PSOC typically lists manuals containing necessary procedures for authorizing an LOA. 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 should include a PSOC from each vendor providing procedures to the applicant.

C. Policy Division Concurrence. Assigned inspectors do not require policy division concurrence prior to issuing the requested LOAs, since FAA specialists have validated the accuracy of the ASOC, TSOC, and PSOC prior to their use in the streamlined application.

D. Resources. Specialists in the Flight Technologies and Procedures Division, 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/about/office_org/headquarters_offices/avs/offices/afx/afs/afs400/afs410/part91_loa_process/.

3-18-15-7 APPLICATION ACCEPTANCE.

A. Application Documentation. Inspectors should check that the submitted application includes all the documentation needed to verify eligibility for the LOAs. Verifying eligibility for any requested LOA will depend on whether the applicant is adding the aircraft to an existing LOA or is making an initial request for an LOA. The items inspectors should verify for each LOA requested in the application are listed in Table 3-18-15B, Items for Inspector Verification. The following documents will streamline these verifications:

- An ASOC and proof of optional equipment installation is needed to verify aircraft capability.
- A TSOC(s) and proof of training completion is needed to verify training compliance.
- A PSOC(s) and proof the operator is in possession of the vendor's procedures identified in the PSOC is needed to verify procedures compliance.
- A sample flight plan is needed to verify proper flight plan equipment coding, fuel planning, and Equal Time Point (ETP) calculations. Flight plan equipment coding, fuel planning, and ETP calculations can be demonstrated with a single sample flight plan.
- Proof of Performance-based Communication and Surveillance (PBCS) Global Charter Membership is needed to verify membership.

NOTE: All ASOCs, TSOCs, or PSOCs should have an FAA signature and valid date. The FAA signature confirms FAA specialists have accepted the statements based on a review of the source documents. Do not process an application if the ASOC, TSOC, or PSOC does not have an FAA signature and a valid date.

NOTE: The Streamlined Part 91 Operational Approval Application Guide is available to assist operators in submitting a complete streamlined application. The guide is available on the AFS-400 Streamlined Part 91 Operational Approval website.

B. Aircraft Delivery Date. Verify that the application is submitted no more than 60 days prior to, and no more than 60 days after, the manufacturer's estimated aircraft delivery. Inspectors should not process applications submitted that do not meet this criteria. Inspectors should plan to issue the requested LOAs as close as possible to the date the aircraft owner takes delivery 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.

3-18-15-9 APPLICATION REVIEW. Table 3-18-15B lists the items that inspectors need to verify for each LOA requested in the application. Subparagraphs A–G below describe the verifications in more detail. Inspectors should use this guidance to verify eligibility for each LOA separately. If inspectors are unable to verify eligibility for an LOA using the process described below, the LOA should not be issued.

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

LOA	ITEMS FOR INSPECTOR VERIFICATION	
	Initial Request for an LOA	Request to Amend an Existing LOA
A056	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Procedures Compliance • Flight Plan Equipment Coding Accuracy • PBCS Charter Membership 	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Flight Plan Equipment Coding Accuracy
B036	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Procedures Compliance • Flight Plan Equipment Coding Accuracy • Flight Plan Fuel & ETP Calculations 	<ul style="list-style-type: none"> • Aircraft Capability • Flight Plan Equipment Coding Accuracy • Flight Plan Fuel & Flight Plan ETP Calculations

LOA	ITEMS FOR INSPECTOR VERIFICATION	
	Initial Request for an LOA	Request to Amend an Existing LOA
B039	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Procedures Compliance • Flight Plan Equipment Coding Accuracy • Flight Plan Fuel & ETP Calculations • The operator has or is requesting B036 	None
B046	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Procedures Compliance 	<ul style="list-style-type: none"> • Aircraft Capability
B054	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance • Procedures Compliance • Flight Plan Equipment Coding Accuracy • Flight Plan Fuel & ETP Calculations 	<ul style="list-style-type: none"> • Aircraft Capability • Flight Plan Equipment Coding Accuracy • Flight Plan Fuel & ETP Calculations
C048	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance (see the NOTE after subparagraph 3-18-15-9B) 	<ul style="list-style-type: none"> • Aircraft Capability
C052	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance 	None
C063	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance 	<ul style="list-style-type: none"> • Aircraft Capability
C073	<ul style="list-style-type: none"> • Aircraft Capability • Training Compliance 	<ul style="list-style-type: none"> • Aircraft Capability
D095	None (see subparagraph 3-18-15-9G)	None

A. Aircraft Capability. Inspectors should use Section 1 of the ASOC to verify aircraft capability to perform operations for a requested LOA.

NOTE: Section 1 of the ASOC will list aircraft capabilities that are dependent on installation of optional equipment and the documentation necessary to verify that installation (e.g., aircraft maintenance records documenting the installation of that optional equipment to verify eligibility).

B. Training Compliance. Inspectors should use 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.

NOTE: If the applicant is requesting C048, verify that the applicant's logbook or record of training contains an endorsement stating that the training met the requirements of Title 14 of the Code of Federal Regulations (14 CFR) part 61, § 61.66(a) and (b) for the aircraft category and part 91, § 91.176(b) for the EFVS operation to 100 feet above the touchdown zone elevation (TDZE). This endorsement is a regulatory requirement specific to EFVS, and a course certificate of completion or diploma is not sufficient.

C. Procedural Compliance. Inspectors should use the PSOC and relevant pages of the operator's procedures/manual to verify they are compliant with the requirements for a requested LOA. A streamlined application may contain multiple PSOCs if the operator has obtained procedures from multiple vendors. Inspectors should verify the revision number on the PSOC(s) is annotated in the beginning of the operator's procedures/manual. It is acceptable if the vendor's revision number annotated in the operator's manual is subsequent to the revision number listed in the PSOC.

NOTE: Operators may use a revision system unique to their manual that differs from the revision system used by the vendor and listed on the PSOC. If this is the case, the vendor's revision number listed on the PSOC should be annotated near the beginning of the operator's manual.

D. Flight Plan Equipment Coding Accuracy. Inspectors should verify that the coding in Blocks 10a, 10b, and 18 of the sample flight plan includes the coding applicable to the LOAs requested, and they should verify coding for LOAs not requested is omitted.

NOTE: Section 3 of the ASOC lists the codes that should be in the sample flight plan if *all* ten LOAs are requested. Section 1 of the ASOC identifies the codes that apply to specific LOAs.

NOTE: Contact the AFS-410 specialist(s) for assistance if necessary.

E. Flight Plan Fuel and ETP Calculations.

1) Flight Plan Fuel Calculations. Inspectors should verify that the applicant's sample flight plan calculates a minimum fuel load based on allocating fuel for the following:

- 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.

2) Flight Plan ETP Calculations. Inspectors should use the sample flight plan to verify the applicant is using ETP fuel calculations for one-engine-inoperative (OEI), depressurization, and medical/cruise scenarios that indicate positive fuel available on landing at the designated en route alternates.

NOTE: Contact the AFS-410 specialist(s) for assistance if necessary.

F. PBCS Global Charter Membership. Inspectors should use the documentation provided by the applicant to verify the operator and communication service providers are charter members.

G. 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, MEL Requirements for 14 CFR Parts 91, 137, and 142 Operations.

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 DEMONSTRATION. A tabletop knowledge demonstration of any subject matter pertaining to the LOAs being issued is at the discretion of the inspector. AFS-410 specialists are available to provide assistance with tabletop demonstrations.

3-18-15-13 ISSUING THE LOAs. If eligibility for any requested LOA cannot be verified, the LOA should not be issued. 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.