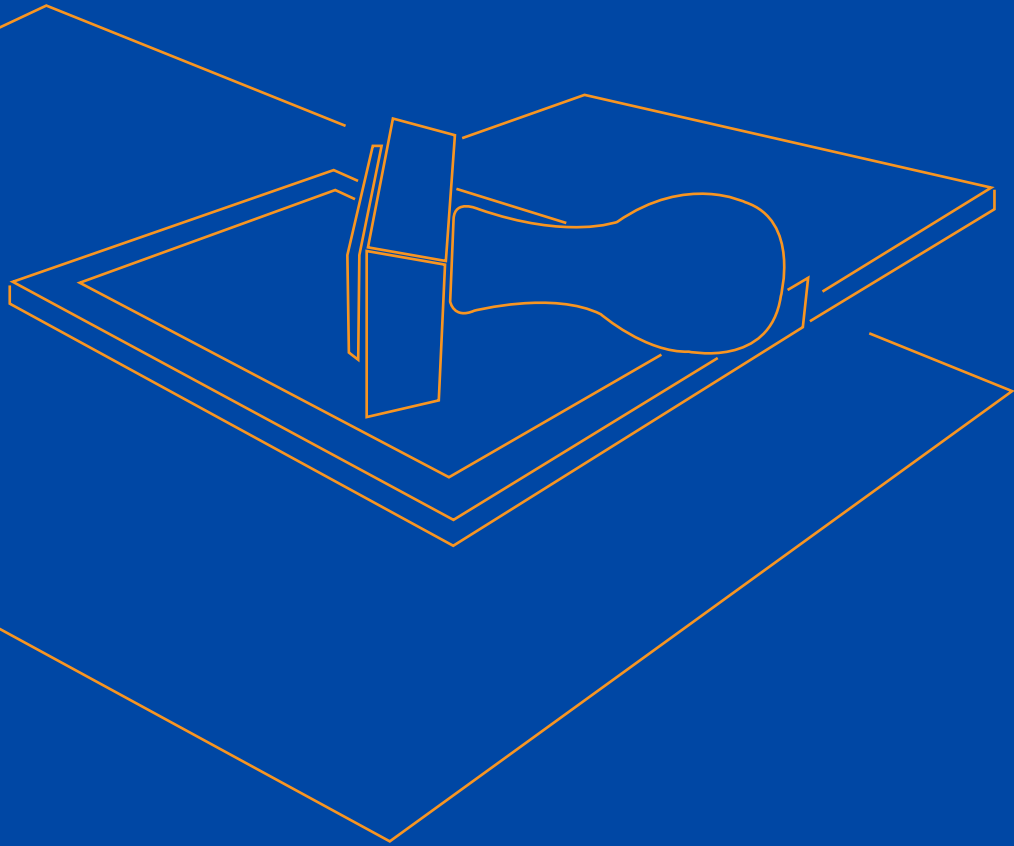


LOA

LETTERS OF AUTHORIZATION

GUIDE





Purpose of LOAs

Letters of Authorization. You need them. But which ones and when? With numerous requirements—both for domestic and international flight operation—obtaining the right LOA at the right time can seem daunting for any flight department.

Types of LOAs

LOAs cover a variety of flight operations. Continental (i.e., North American) flights not operating over oceans, for example, require fewer LOAs than trans-oceanic trips. LOAs are more about aircraft capability, and less about your destination, and since requirements can vary from country to country, it's best to know which LOAs you require to be sure you're covered.

There is no simple “Intro to LOAs” tutorial you can take in 30 minutes that can clear you for takeoff. However, through this guide we try to provide you with key information you need to successfully navigate this complex landscape.

What are LOAs?



An LOA is a formal approval issued by the FAA to Part 91 operators, allowing an operator to engage in a specific flight activity that requires authorization.

For the LOA to be in effect, the operator named on the LOA must be the same as the entity who has operational control of a flight.

LOAs *Your Key Terms***PBCS**

Performance Based Communication and Surveillance. This is now included on the Data Link Communications LOA, along with the name of the service provider used for Data Link services for each aircraft

NAT HLA

North Atlantic High Level Airspace

CPDLC

Controller-Pilot Data Link Communications

PBN

Performance Based Navigation

ADS-C

Automatic Dependent Surveillance – Contract

MEL

Minimum Equipment List

RNP APCH

RNP Approaches down to 0.3 NM (e.g., LPV, LNAV/VNAV, LP, etc.)

B-RNAV

Basic-Area Navigation

MMEL

Master Minimum Equipment List

P-RNAV

Precision-Area Navigation

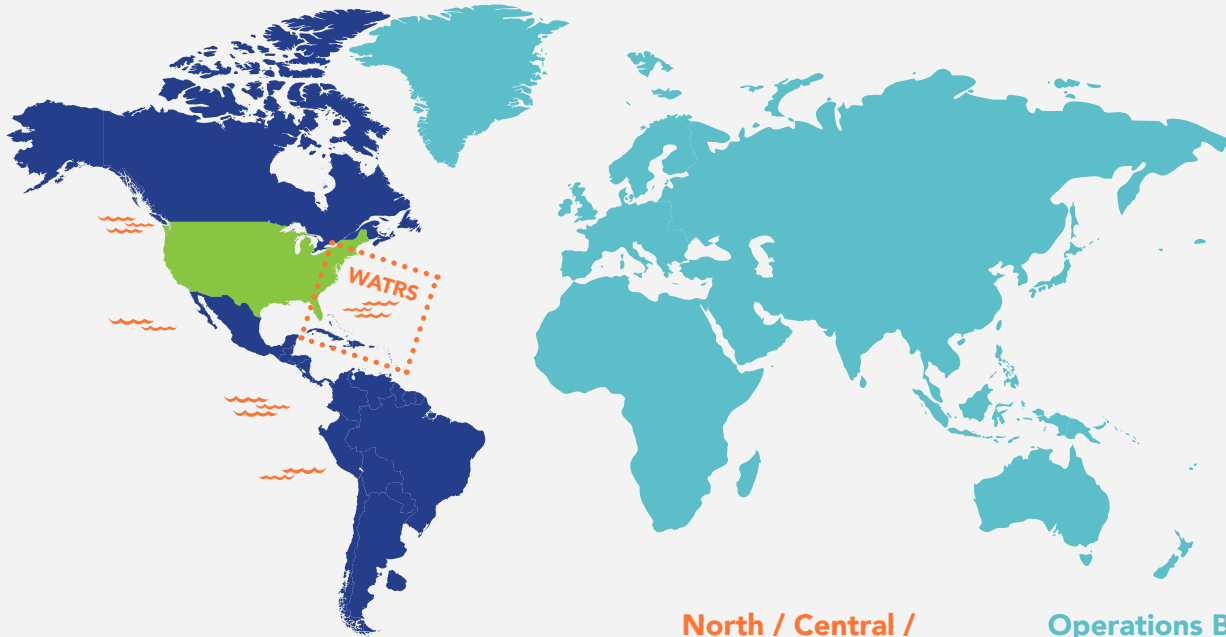
RNP

Required Navigation Performance

**RVSM**

Reduced Vertical Separation Minima or Minimum

LOAs Who Needs What and Where



	Domestic US	Continental North / Central / South America	North / Central / South America and Operations into WATRS Airspace (Mainly to Bermuda)	Operations Beyond North / Central / South America and WATRS Airspace (Full Global Operations)
A056		*		
B034				
B036				
B039				
B046	*			
C052				
C063				
C073				
D095				
D195				

● ● ● ● Required
 ○ ○ ○ ○ Recommended

*Only aircraft with ADS-B IAW 91.227 can do the blanket LOA. Also it's the AUTHORIZATION process that is cut off and not the LOA.

*LOA required if using DLC outside of the US

LOAs *Who Needs What and Where*



LOA A056

Data Link Communications (CPDLC / ADS-C)

Authorization is required for operators who are equipped with and wish to use data link systems when operating in areas outside of the United States. Note that US Part 91 operators do NOT require LOA A056 should they only plan to use their data link systems in the Domestic US.

LOA B034

Terminal and En Route Airspace Designated as B-RNAV and P-RNAV

This LOA is required on certain routings in the Gulf of Mexico (oceanic airspace) and for operations into European B-/P-RNAV designated airspace.

LOA B036

Oceanic and Remote Operations (RNP-10 / RNP-4 / RNP-2)

This LOA is required in oceanic and remote airspace and on certain routings in the Gulf of Mexico (oceanic airspace).

LOA B039

Operations in North Atlantic High Level Airspace (NAT HLA)

LOA B046

Reduced Vertical Separation Minimums (RVSM)

For US operations, it is no longer necessary to submit an application for RVSM authorization as long as the operations aircraft is fitted with ADS-B installed in accordance with 14 CFR 91.227. The ADS-B equipment

is transmitting sufficient data, all other equipment is operating within acceptable tolerances, and no other airspace to be flown specifically requires an LOA. However, as foreign and international airspace, including the rest of the North American continent (i.e., Mexico and Canada), do still require authorization, operators who intend to conduct ANY international operations should still apply for the RVSM LOA. In addition, operators of aircraft that are not yet equipped with ADS-B must still apply for the LOA.

LOA C052

RNAV (GNSS) Instrument Approach Procedures (RNP APCH Operations)

This LOA includes LNAV, VNAV, and LPV operations.

LOA C063

RNAV and RNP Terminal Operations (RNAV-1 / RNP-1)

Some countries (such as Australia) require this LOA.

LOA C073

VNAV Instrument Approach Procedures Using MDA as a DA/DH

LOA D095

Use of the Master Minimum Equipment List (MMEL) as a Minimum Equipment List (MEL)

LOA D195

Use of a Custom Minimum Equipment List (MEL)

This LOA is highly recommended for operations outside of the Domestic US.

For RNP Approach LOAs (C052 and C073)

Currently we only know of a few countries that require these LOAs, however we cannot guarantee that the ones we know of are the only countries that require it. Technically an operator would have to check the regulations of every country they will transit across or go to, to see if they have any requirements for these LOAs. This is why we state that if the aircraft is capable, then these are recommended. That way you have the LOAs should you ever need them and you don't have to worry about checking.

LOAs *Turnaround Timeframes*



A056

3-6 months

D095

3-4 weeks

B034

1-2 months

B039

1-2 months

B036

1-3 months

C052

1-2 months

C063

1-2 months

B046

3-4 weeks

D195

Average of 3 months

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Disclaimer: These are observed common turn around times we see once a package has been submitted and are absolutely not a guarantee. Operators should always consult with their FSDOs / IFOs for turn around time information.

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LOAs *Things to Keep in Mind*

Do not wait until the last minute to file your applications



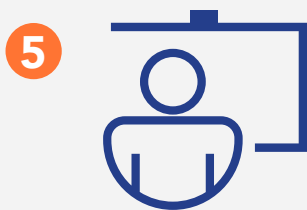
Apply for what you can during the final stages of your aircraft sales closing/ transaction process



Know when the FAA can pull an LOA



Do not ignore government-mandated deadlines, such as January 2020 for ADS-B compliance



Make sure your crew training is current, especially for PBN / oceanic applications



Be aware that each FSDO is different and expect the unexpected. Be ready to get additional instructions or feedback

Recommendation



AviationManuals recommends getting the full PBN LOA suite, because it's the same price as obtaining them individually.

Also ensure your manuals are up-to-date. They are a mandatory component of LOAs.



FAA

www.faa.gov/licenses_certificates



EASA

www.easa.europa.eu/regulations



ICAO

www.icao.int

How We Can Help



You are not alone when it comes to LOAs! We can prepare the paperwork, counsel you as you go through the FAA submission process, and provide you with ongoing support.

Our dedicated team of LOA experts is ready to take your call and provide you with the assistance you need—our solutions are delivered in as little as 48hrs!



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