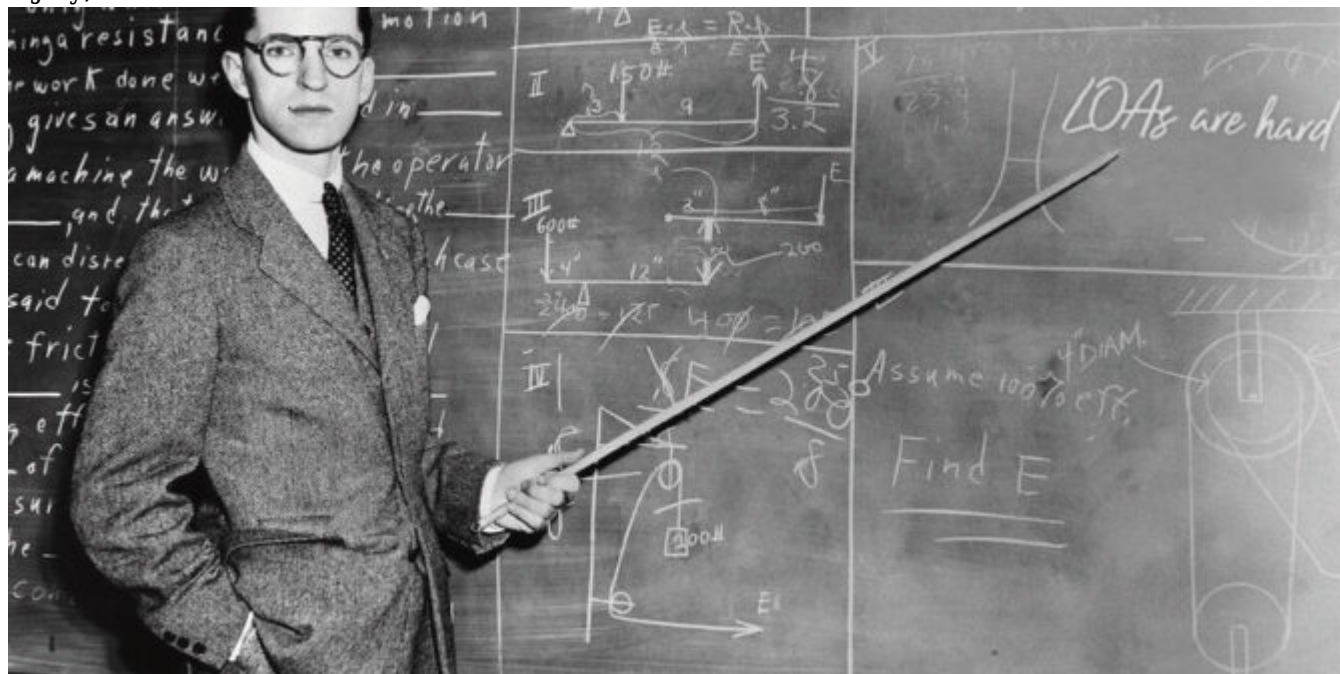



How to get an LOA approved by the FAA - The Guide

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Applying for operational authorization letters from the FAA is a tricky old process, so our pals at **AviationManuals** have produced a **very useful, in-depth guide** on the process.


OPSGROUP members can **download a free copy** through your dashboard here:



FAA AUTHORIZATION GUIDE



Manuals and SMS simplified



FAA Authorization Guide

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Need help with any of the above? We would be happy to support you.
Contact us today +1 240 546 4030 • info@aviationmanuals.com

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We thought we would create a less in-depth guide to AviationManuals' in-depth guide to help you not feel

out-of-your-depth...

What is the guide for?

It is for helping you with **the process of applying for LOAs**. It identifies the steps that might be needed to obtain an LOA, the information you'll need to find out, and the supporting documents you'll need to gather.

It also lists a bunch of info on what **not to do**. It is very handy.

Who is the guide for?

It is for US-registered, non-commercial pilots and flight departments. **So, Part 91 ops, essentially**. But it will also be useful to anyone who might have anything to do with sorting out long-term FAA authorizations for **Part 125** and **135** operations.

If you're a Part 121 operator, or non-US registered then you can stop reading now, go get a cup of tea, and find something else to do. This doesn't apply to you.

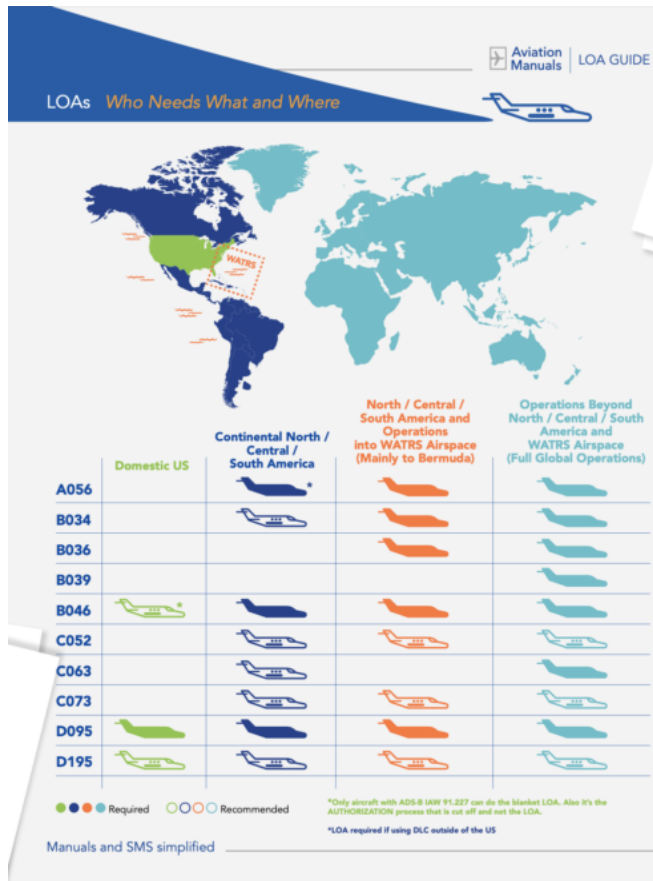
What is a Letter of Authorization - and do I need one?

A Letter of Authorization (LOA) is a sort of long term, specific permission for something.

An LOA is a formal **"you're allowed to do that" certificate** given to an operator, permitting them to conduct a **specific flight operation**, fly in certain **airspace**, or use a particular bit of **equipment**, or **document**.

Yes, you need a specific document telling you you are allowed to use a specific document ☐

Anyway, because there are so many different things you need permission for, **you might need various LOAs**. How do you know what you need an LOA for? Well, there is a separate guide to help you with that too:



Aviation Manuals | LOA GUIDE

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.

Manuals and SMS simplified

Who issues me my LOA?

The FAA, but more specifically, your local FAA Flight Standards District Office. You can find a location of those here.

So, a Principle Operations Inspector, known as a **POI** is the person at the **FAA FSDO** who will issue your **LOA**.

Don't you just love aviation acronyms ☹

How to apply

First thing first, work out what LOA you need here.

(We mentioned this link earlier. It is confusing – you need an LOA for RVSM, but it isn't called an RVSM LOA, it is called a B046 LOA. Which is why AviationManuals have a separate guide for guiding you on what LOA you are applying for!)

So work out what LOA you are applying for. **Then decide who the actual operator is.** The FAA say this is “the person or entity who has operational control of the aircraft.” But they don't mean the pilot flying it – they mean the person who has **legal control, not operational control.**

You will also need to decide who is the responsible person, what your primary address is, and then work out which FSDO is going to be the closest.

Making contact

FSDOs have to be approached with care, **much like how you would approach a wild beast.** Before attempting to handle it, it is best to determine what it likes to be fed. Some FSDO's prefer paper, some like emails...

The guide has a whole section dedicated to **“how to get to know your FSDO”** including working out what to send them, and how to write a nice cover letter. The what to send them section is a big read, but thankfully there are checklists to help.

You’ve made contact, sent your stuff... now what?

Now the FAA will review.

Page 34 of the guide discusses how each inspector has the power to reject the application they receive. It sounds like a fearsome process, so we recommend going back to the start of the **“what and how do I submit stuff section”**, and checking it all again before you submit it in case your application lands on the desk of a particularly ferocious inspector.

It also takes around 6-8 weeks (10-12 if it’s a complicated application) so you’ll want to get it right the first time.

It’s been rejected...

Don’t worry, they send a **detailed list of why** to help you when you re-apply. There is an **easy fix list** and a **less easy fix list**. We recommend reading through this part of the guide too prior to submitting so you can catch any bits before you make a mistake.

It’s been accepted...

Great. The rest of the guide explains how to finalise your application, what to do if anything changes, and a few other bits and pieces of info that’s important to know.

Anything else?

Yeah – this is a guide on a guide. It isn’t a legal document. **But it’s still great!** OPSGROUP’s dedicated in-house *Mathematics Of Misery Prevention Department* has calculated that the AviationManuals FAA Authorization Guide is **826% easier than trying to work out what to do yourself.**

If you have any questions about the process, or if you need help with any of the above, visit www.aviationmanuals.com or send them an email at info@aviationmanuals.com