



LOA Guide

Letters of Authorization

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Introduction LOAs

Purpose of LOAs

Letters of Authorization (LOAs). You need them. But which ones and when? With numerous requirements—both for domestic and international flight operations—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.



Who needs what and where



Part 91

Recommended = ●
 Required if using = ● ●
 Required = ● ● ●

	Domestic US	Hawaii	Continental North/Central/South America	North/Central/South America and Operations into WATRS Airspace (Mainly to Bermuda)	Operations Beyond North/Central/South America & WATRS Airspace (Full Global Operations)
A056		● ●	● ●	● ●	● ● ●
B034*	N/A	N/A	N/A	N/A	N/A
B036		● ● ●	●	● ● ●	● ● ●
B039					● ● ●
B046		● ● ●	● ● ●	● ● ●	● ● ●
C048**	● ●	● ●	● ●	● ●	● ●
C052			● ●	● ●	● ●
C063			●	●	● ● ●
C073			● ●	● ●	● ●
D095	●	●	● ● ●	● ● ●	● ● ●
D195	●	●	●	●	●

*The B034 authorization has been discontinued for Part 91 operators. European airspace has been standardized to the ICAO PBN specifications which have replaced P-RNAV and B-RNAV as active navigation specifications.

**Required for operators using EFVS to touchdown/rollout.

Many countries do not recognize use of the MMEL as an MEL. Therefore, it is strongly recommended that operators obtain a D195 LOA.

Who needs what and where



Part
135

- Recommended = ●
- Required if using = ● ●
- Required = ● ● ●

	Domestic US	Hawaii	Continental North/Central/South America	North/Central/South America and Operations into WATRS Airspace (Mainly to Bermuda)	Operations Beyond North/Central/South America & WATRS Airspace (Full Global Operations)
A056	● ●	● ●	● ●	● ●	● ● ●
B034	● ●	● ●	● ● ●	● ● ●	● ● ●
B036		● ● ●	●	● ● ●	● ● ●
B039					● ● ●
B046		● ● ●	● ● ●	● ● ●	● ● ●
C048	● ●	● ●	● ●	● ●	● ●
C052	● ●	● ●	● ●	● ●	● ●
C063	● ●	● ●	● ●	● ● ●	● ● ●
C073	● ●	● ●	● ●	● ●	● ●
D095	● ● ●	● ● ●	● ● ●	● ● ●	● ● ●

NOTE: Part 135 Requires additional OpSpecs that are not listed in this table.

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.

CPDLC

Controller-Pilot
Data Link
Communications

NAT HLA

North Atlantic
High Level Airspace

ADS-C

Automatic Dependent Surveillance — Contract

EFVS

Enhanced Flight
Vision Systems

PBN

Performance Based
Navigation

B-RNAV

Basic-Area
Navigation

MEL

Minimum Equipment
List

RNP APCH

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

MMEL

Master Minimum
Equipment List

RNP

Required Navigation
Performance

P-RNAV

Precision-Area
Navigation

RVSM

Reduced Vertical
Separation Minima or
Minimum



Common Authorizations



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 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.

LOA C048

Enhanced Flight Vision Systems (EFVS)

This LOA is required if you intend to use EFVS either:
1) Outside the US; or
2) During the entire landing procedure ("touchdown and rollout"). (The LOA is not required if you plan to use EFVS only to 100 feet above touchdown within the United States.)

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.

Elements of an LOA Application

The requirements for each LOA are different, but there are three items commonly required for most LOA requests.

01

Formal Application



Most LOAs will require operators to fill out a specific application form or provide an official letter of request for the authorization.

02

Operational Procedures



These are your formalized, documented procedures for the type of operation you are requesting authorization for. Commonly included are procedures for normal and emergency operations as well as how you will meet regulatory requirements and operational specifications.

03

Supporting Documentation



This documentation will be whatever is necessary to indicate that the aircraft and crews are equipped and able to perform the requested operation type within required specifications. This is usually accomplished through a combination of aircraft documents (e.g., maintenance records) and pilot documents (e.g., training records), although requirements vary.

Although the elements of an application seem straightforward, it is the details within those documents that can be tricky to get right. Authorizations take time to be reviewed and processed, so it is recommended you carefully check your work before submitting your application to the FAA to reduce delays due to incomplete documentation or requests with errors.

Turnaround Timeframes

LOAs

A056 1-3 months	B039 1-2 months
B036 1-3 months	C048 4-6 weeks
C063 1-2 months	C052 1-2 months
D195 Average of 3 months	B046 3-4 weeks
D095 Expiring Soon	

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.



Things to Keep in Mind



Do not wait until the last minute to file your applications



Do not ignore government-mandated deadlines, such as the upcoming MEL requirement for Part 91



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



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



Know when the FAA can pull an LOA



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



Recommendation

Nimbl recommends applying for all of the LOAs applicable to your aircraft. The FAA review process can take weeks to months, so it's best to have everything you could potentially need, so you are ready for any type of operation.

Resources

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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