Part 91

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FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION

Oceanic and High Remote Continental

Oceanic Required Navigation Performance (RNP)

& North Atlantic High Level Airspace (NAT HLA)

Application Guide

Version 2.0

Guide to Assist Part 91 Operators with:
B036 (Oceanic RNP) and B039 (NAT HLA)

FLIGHT TECHNOLOGIES AND PROCEDURES DIVISION

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Document Changes

Version	Date	Description of Change
2.0	01/07/2026	*Initial Operating Capability (IOC)*

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Contents

Section 1

Section 1: Introduction

This application guide is for Part 91 operators applying for the following Letters of Authorization (LOA):

- B036, Oceanic Required Navigation Performance (RNP), and/or
- B039, Operations in North Atlantic High Level Airspace (NAT HLA).

This guide was developed by the Federal Aviation Administration (FAA) Flight Technologies and Procedures Division (AFS-400) to provide operators with an organized method for submitting required content as part of an application package for oceanic RNP and/or NAT HLA authorization(s), as applicable. This guide is optional. However, we recommend its use because when the applicant has filled it out correctly and has included sufficient supporting documentation it will help expedite the application process. Note that we provide an "Application Checklist" at A.3.

For new applications, operators should schedule a pre-application or "kickoff" meeting/ teleconference with your Flight Standards (FS) Office. Your Principal Inspector (PI) will provide the appropriate guidance (FAA Inspector reference is Order 8900.1 Vol 4, Chapt 12, Sec. 1, par. 4-1297).

If you have any questions, please email your questions to: AFS-410 at: 9-AWA-AVS-AFS410@faa.gov. See instructions on page 1-4 for submitting the application.

We encourage you to contact your PI for a "kick-off" meeting prior to applying. This meeting has proven to be useful in helping applicants through the process and provides you with an opportunity to ask questions.

1.1 Applicability

This guide may be used by operators conducting aircraft operations under 14 CFR Part 91.

1.2 Terms and Symbols

Current AC: Unless there is a letter at the end of the AC designation, it is linked to the most current version.

Identically Equipped: "Identically equipped" means that aircraft are of the same make/model/series (M/M/S) and have the same long-range navigation system (LRNS) architecture, including the same number and type of LRNS installations. Differences in FMS or LRNS software versions may still be considered identically equipped provided the operator holds official OEM documentation verifying that the software change does not reduce or alter the aircraft's approved oceanic RNP capability. Any configuration differences beyond this should be evaluated by the PI in coordination with AFS-400/410, as applicable.

Long-Range Navigation System (LRNS): By definition (i.e., 14 CFR Part 1), an LRNS includes an electronic navigation unit that computes for the pilots steering commands to fly the intended route of flight. In many aircraft capable of oceanic RNP operations, a flight management computer (FMC) serves as the electronic navigation unit, though some manufacturers use terms other than FMC. An LRNS must also include a long-range navigation sensor, which is an Inertial Reference System (IRS) or a Global Navigation Satellite System (GNSS).

Operator: An "operator" refers to an operator, certificate holder, program manager, and operator/company.

Principal Inspector (PI): This document uses the term "Principal Inspector (PI)" which may be a Principal Operations Inspector (POI), Principal Avionics Inspector (PAI) or Principal Maintenance Inspector (PMI).

1.3 Aircraft/Fleet

This application guide is for submitting a single-make, model and series (MMS) of an aircraft. If an operator who already holds a B036 or B039 authorization and adds an identically equipped aircraft to that authorization, then no additional PI review and authorization is necessary (see paragraph 1.4). For clarifications on what constitutes identically equipped MMS aircraft, consult with your PI and/or specialists in the Flight Operations Group (AFS-410). Use separate application(s) for different MMS aircraft or for those **not** identically equipped.

1.4 Changes to Aircraft Navigation Capability

Operators wishing to upgrade the RNP capability on their B036, e.g. a change from RNP 10 to RNP 4, must ordinarily submit a new application documenting the revised navigation capability of the aircraft. In addition, changes to the navigation configuration of the aircraft from that stipulated in Table 1 of their LOA B036 also requires a revised B036 application. Operators need not submit a new B036 application, or request an amended B036, for an FMS software update/revision, if they have OEM documentation attesting to the continued RNP capability of the aircraft with the new software. PIs may contact specialists in AFS 400 to discuss operators' aircraft configuration changes.

1.5 B036, Oceanic Required Navigation Performance (RNP)

Part 91 B036 authorizes Required Navigation Performance (RNP) 2, RNP 4 or RNP 10 navigation specifications. An operator receives a B036 based on their aircraft's RNP capability and after demonstrating their overall competence for oceanic RNP operations. RNP 4 and RNP 10 are strictly oceanic and high remote continental navigation specifications. RNP 2 has both a "domestic" (continental) authorization and an oceanic/high remote continental authorization.

B036 authorizes IFR en route operations using oceanic RNP on a worldwide basis. To operate in North Atlantic

(NAT) High Level Airspace (HLA), outside the Greenland-Iceland Corridor, it will be necessary to also apply for a B039, Operations in NAT HLA.

Note 1: In 2025, LOA B054, titled *Oceanic RNP 10 Operations Using a Single Long-Range Navigation System* was decommissioned and combined with B036.

Note 2: The FAA removed Advanced RNP (A-RNP) from the B036 template in 2025. A-RNP capabilities can be authorized via the C063, H123 and P112 authorizations, as applicable. A specific approval (e.g., via an OpSpec) is not required for operators to use the "Parallel Offset" A-RNP capability in their Strategic Lateral Offset Procedures (SLOP).

1.6 B039, Operations in North Atlantic (NAT) High Level Airspace (HLA)

A B039 LOA authorizes aircraft operations within the airspace designated by the International Civil Aviation Organization (ICAO) as North Atlantic (NAT) High Level Airspace (HLA). This area extends across the Atlantic between flight level (FL) 285 and FL 420 within oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East north of 27°N, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas. RNP 10 is the minimum navigation performance required but operators are encouraged to pursue RNP 4 authorization to be eligible for more favorable routing and altitudes. Operators will have to provide documentation of their procedures and training for NAT HLA airspace. A B036 authorization is a prerequisite for a B039 (exception; for B039 authorizations limited to the Iceland-Greenland Corridor, no oceanic RNP is required, and therefore no B036 is required). When issuing B039 LOAs, inspectors must select the applicable radio button option in Table 1 – B036 Restriction, Iceland-Greenland Corridor. For this authorization, fill out the form in Section 2 and attach documentation requested in Section 4, 4.5 and Section 5, 5.2, TNG-2 .

1.7 Streamlined Part 91 Operational Approval Process

The Streamlined Part 91 Operational Approval Process allows Part 91 operators to request up to 10 LOAs using capability documentation from aircraft manufacturers and compliance documentation from training and procedures providers. This streamlined process is for eligible Part 91 operators **who have taken delivery of newly assembled aircraft directly from the manufacturer**. Part 91 operators using this streamlined process **should continue that process** to completion and **not** use this application guide for B036 and/or B039. As part of the streamlined process there are three primary documents:

1. Aircraft Statement of Capability (ASOC),
2. Procedural Statement of Compliance (PSOC), and
3. Training Statement of Compliance (TSOC)

This application guide allows use of two of those documents, the PSOC and the TSOC. The PSOC may be included instead of some of the requested attachments in Section 4 and the TSOC helps with evaluation of documents provided in TNG-2 in Section 5. If the applicant has an approved PSOC and/or TSOC, they may be used for this application guide regardless of whether the operator is the original owner of a newly delivered aircraft.

1.8 Guidance Documents

Refer to the following suggested guidance for oceanic oceanic operations:

- ***AC 91-70, Oceanic and Remote Continental Airspace Operations.*** This document provides detailed guidance for operators planning flights for oceanic and high remote continental RNP operations. As is

true for all ACs, AC 91-70 is not mandatory but does contain internationally accepted best practices. You may choose something other than AC 91-70 as a source of guidance, but your inspector will expect your procedures and training to cover the subject matter of this AC.

- ***AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace.*** This AC is the primary source of guidance on aircraft qualification, operating procedures and pilot training/knowledge on RNP operations. It provides the aircraft eligibility requirements for RNP 2, 4 and 10. The level of detail on aircraft requirements provided in AC 90-105 is primarily for aircraft manufacturers but you will be required to provide Original Equipment Manufacturer (OEM) statements from your Airplane Flight Manual (AFM) and other documents to verify aircraft eligibility.
- ***AC 20-138, Airworthiness Approval of Positioning and Navigation Systems.*** As indicated by the title, this is primarily manufacturer guidance for airworthiness of position and navigation systems.
- ***AC 20-150, Airworthiness Approval of Satellite Voice (SATVOICE) Equipment Supporting Air Traffic Service (ATS) Communication.*** This advisory circular (AC) provides guidance on airworthiness approval for designers, manufacturers, and installers of Satellite Voice (SATVOICE) equipment supporting air traffic service (ATS).

1.9 Instructions

1. **Fill-in-the-Blank.** Use the fill-in-the-blank portion of this guide, Section 2, and include a letter or email of request explaining your intentions.
2. **Adding Aircraft.** If adding aircraft to an existing authorization(s) that are not the same make/model/series, or identically equipped, then fill out a separate application for each aircraft or fleet and include Section 3. See paragraph 1.4.
3. **Attachments.** With each attachment, include the corresponding reference number (e.g. SOC-1) next to each excerpt in a PDF format and include the document title, page number and paragraph number. If an item is not applicable, provide a brief explanation as to why it does not apply.
4. **Final Application Package Preparation.** See Appendix A for instructions on using Adobe Acrobat to attach files and the naming convention for submitting this application guide with attachments. This appendix includes a checklist to aid you in making sure your application is complete
5. **Application Submission.** Submit the completed application to the Flight Standards District Office in your region or send it to your principal inspector. Applications may be submitted electronically via email or through the FAA's Safety Assurance System (SAS) External Portal. For access to SAS external portal click ***Sign up for SAS*** under the login button.

   Note: The applications are submitted in SAS using the "Operational Approval (OAPS)" link in the Configuration [Module 1] menu.

Section 2: Application Form

2.1 Application Type

Date: ☐ **Letter or Email of Request is Attached**

Operator application applying for the following (Select all that apply):

RESET

☐ B036, Oceanic Required Navigation Performance (RNP)

☐ B039, Operations in North Atlantic High Level Airspace (NAT HLA)

Note: In accordance with 14 CFR Part 91, § 91.511, flights using only a single long-range navigation system (LRNS) over water more than 30 minutes flying time or 100 nautical miles (NM) from the nearest shore are limited to the geographic area defined in § 91.511(f), if that section is applicable. Operations within NAT HLA using a single LRNS must comply with § 91.511, if applicable. Such operators, as well as operators with more than one LRNS who do not hold LOA B036, are limited to the special "Iceland-Greenland Corridor" described in NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to B036 LOA and the associated NAT HLA restriction.

Select the option that applies for a B039:

○ Operator using only a single LRNS and/or is not authorized oceanic RNP in LOA B036. NAT HLA operations are therefore **restricted to the Iceland-Greenland Corridor.**

○ Operator is authorized oceanic RNP in LOA B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

☐ **Upgrading RNP capability for existing LOA B036 -** RNP Select

(if applicable (complete Section 3)

Brief description of upgrade.

☐ Adding a different aircraft (or one that is not identically equipped) to an existing B036 authorization

Note: If you add an identically equipped aircraft, no application guide is needed. Just inform your PI of the additional aircraft. "Identically equipped" means that an aircraft is identical in every way including MMS, navigation avionics, flight deck configuration, and navigation performance. Minor differences may be accepted as "identically equipped" on a case-by-case basis by the PI.

2.2 Contact Information

Point of Contact for the Application

This is the person the FAA will contact about the contents of this application

Name:	*Phone:*

Email:

Aircraft Operator

This is the person/ entity with operational control of the aircraft (Type Complete Legal Name)

Name:	*4 letter FAA Designator:*

Principal Base of Operations

Location where operational control decisions are made.

Street:	*Suite*

City:	*State/Province:*	*Country:*	*Postal Code:*
	Select /	United States	

Principal Inspector (PI) *(Operations Inspector (POI), Principal Avionics Inspector (PAI) or Principal Maintenance Inspector (PMI))*

The FAA Aviation Safety Inspector (ASI) assigned to evaluate eligibility for an LOA B036 authorization.

Name:	*Phone:*

Email:

Responsible Person

The person assuming responsibility for ensuring the operator complies with all applicable regulations, requirements, limitations, and provisions for the LOAs

Name:	*Phone:*

Email:

2.3 Aircraft Information

Aircraft Information		
Manufacturer:	*Model:*	*Series:*
Registration and Serial Numbers:		

2.4 Description of Operation

Briefly describe your operation as it relates to oceanic airspace. Include any other possible Letter of Authorizations that you intend to obtain.

2.5 Aircraft/Fleet and Navigation Equipage

B036 oceanic RNP authorizations are available for aircraft with multiple long range navigation system (LRNS) and/or single LRNS. It is important to emphasize here that a single FMC receiving navigational inputs from two or more independent sources (e.g. GPS, inertial system) is considered only a single LRNS. For oceanic RNP 2, you must have at least two LRNS, with each system receiving a GNSS source. For RNP 4, at least one of the two LRNS must have a GNSS source. B036 single LRNS oceanic RNP authorizations are available if supported by a statement of compliance (SOC), either for aircraft equipped with 2 LRNS to enable Minimum Equipment List (MEL) relief, or for aircraft equipped with only a single LRNS. For RNP 10, both LRNS may have any combination of GNSS and inertial sources. Though not a part of the B036 authorization, the aircraft's communication systems must be adequate for over-water operations.

2.6 Avionics

Table 2-1: Communication/Navigation/Surveillance (CNS) Equipment Information

Relevant regulations are Part 91, §§91.511 and 91.703. Your aircraft must have voice two-way radio communication that is adequate for maintaining a continuous air-to-ground voice communication watch on the appropriate communication channel to comply with ICAO Annex 2, paragraph 3.6.5.

Number Installed	Type	Manufacturer(s)	Model(s)	ATC Flight Plan Field 10A/B	ATC Flight Plan Field 18
0	FMS/FMC			N/A	N/A
0	GNSS				
0	IRS				
0	HF				
0	SATVOICE				
0	TCAS			N/A	N/A
0	FANS				

Notes:

1. Reference Appendix 4 of the US Aeronautical Information Manual or FAA Flight Planning Information
2. Approved SATVOICE must be installed in accordance with AC 20-150B or subsequent edition

2.7 Sample Table 1 and/or Table 2

Table 2-2 and 2-3 are representations of Table 1 and Table 2 respectively, in the actual B036 LOA authorization. These tables should list the major components of an LRNS which are the flight management computer (FMC) (or other unit performing the electronic navigation unit function of the LRNS), and the navigation sensors (Global Navigation Satellite System (GNSS) and/or inertial navigation system (INS)). B036 uses “bundling” which is a hierarchy of navigation capabilities starting with the most stringent and combining it with lesser capabilities. For example, if your aircraft is capable of RNP 4 then you would also be authorized for RNP 4 and RNP 10. Oceanic/remote RNP 2 can also be authorized, though it is not currently in use for oceanic operations. Complete Table 2-2, Table 2-3, or both, as needed for your application.

Table 2-2: Sample Authorization Table – Authorized Airplane(s), Equipment, Using Multiple LRNS

Airplanes, Using Multiple LRNS M/M/S	**Multiple Long-Range Navigation Systems (LRNS)**					**Navigation Specification(s)**	**RNP Time Limits** *(If not in AFM)*
	Qty	**Component** *(FMC/FMS or Navigation Sensor)*	**Manufacturer**	**Model Name**	**Software Version #** *(“and later” if no impact to RNP)*		
	Select Qty	Select Component				Select	
	Select Qty	Select Component					
	Select Qty	Select Component					

Table 2-3: Sample Oceanic RNP Authorized Airplane(s), Equipment Using a Single LRNS

Airplane M/M/S	Single Long-Range Navigation System (LRNS)				Navigation Specification(s)	RNP Time Limits *(If not in AFM)*
	Component *(FMC/FMS or Navigation Sensor)*	**Manufacturer**	**Model Name**	**Software Version #** *("and later" if no impact to RNP)*		
	Select Component				Select	
	Select Component					
	Select Component					

Section 3: Aircraft Eligibility Attachments

For each attachment, identify the necessary page(s)/paragraph(s) to establish compliance. It is not necessary to attach an entire document if the excerpted pages adequately can establish compliance. Include the corresponding reference numbers with each attachment in a separate PDF document. Specific airworthiness guidance is provided in AC 20-138( ). Also, please attach your entire AFM and AFM Supplement so references/excerpts can be evaluated in context.

An Aircraft Statement of Capability (ASOC) used in the Streamlined Part 91 Operational Approval Process is not applicable for authorizations using this application guide. The streamlined process was discussed in paragraph 1.7 and is only available for authorizations with new aircraft.

3.1 Statement of Compliance (SOC)

Reference Number	Attached	N/A	SOC Attachments
SOC-1	○	○	Attach a pages/paragraphs showing a SOC, for your specific aircraft, indicating the RNP value, with installation in accordance with Advisory Circular (AC) 20-138, Airworthiness Approval of Positioning and Navigation Systems. The SOC may be in your Airplane Flight Manual (AFM), Airplane Flight Manual Supplement (AFMS), pilot's operating handbook (POH), avionics operating manual or manufacturer's service letter. This SOC may be provided by the manufacturer, the entity that owns the design approval for the installed navigation systems or an alternative authority approved by the FAA. For single LRNS installations, a SOC saying that this configuration supports RNP 10 is required for single LRNS RNP 10 authorizations. Alternatively, "No Oceanic RNP" can be approved with a single LRNS. *Source: AC 90-105, Appendices: E, F, and G, paragraphs: E.2.1, F.2.1, G.2.1*

3.2 Equipage:

Reference Number	Attached	N/A	Equipage Attachments
EQP-1	○	○	**RNP 2:** For **Oceanic /remote RNP 2**, provide documentation that your aircraft has at least two independent LRNS with at least two independent GNSS navigation sensors. Please see the description of LRNS in paragraphs 1.2 and 2.7. Documentation must show the aircraft is equipped in accordance with those descriptions, to include the unit(s) performing the navigation computing functions. **Note:** Qualifying documentation showing equipment installation should be identified with tail/serial number and be submitted via maintenance log, equipment list, Continuous Airworthiness Maintenance Program (CAMP) report or similar reference. *Source: AC 90-105, paragraph E.3*
EQP-2	○	○	**RNP 4:** For RNP 4, provide documentation that your aircraft has at least two independent LRNS and at least one GNSS sensor. With a single GNSS sensor, the LRNS would require at least one inertial navigation sensor as well. Please see the description of LRNS in paragraphs 1.2 and 2.7. Documentation must show the aircraft is equipped in accordance with those descriptions, to include the unit(s) performing the navigation computing functions. **Note 1:** Qualifying documentation showing equipment installation should be identified with tail/serial number and be submitted via maintenance log, equipment list, CAMP report or similar reference. *Source: AC 90-105, paragraph F.2*

Reference Number	Attached	N/A	Equipage Attachments
EQP-3	○	○	**RNP 10:** **Single LRNS** Provide documentation that your aircraft has one LRNS receiving inputs from GNSS or inertial navigation sources and that RNP 10 is supported with just a single LRNS. Note that without such documentation, the "No oceanic RNP" approval is available. **Note:** Qualifying documentation showing equipment installation should be identified with tail/serial number and be submitted via maintenance log, equipment list, CAMP report or similar reference. **Multiple LRNS** Provide documentation that your aircraft has at least two independent LRNS receiving inputs from GNSS or inertial navigation sources. Please see the description of LRNS in paragraphs 1.2 and 2.7. Documentation must show the aircraft is equipped in accordance with those descriptions, to include the unit(s) performing the navigation computing functions. *Source: AC 90-105, paragraph G.2-G.7*
EQP-4	○	○	Provide documentation that if a SATVOICE system is to be used as MEL relief for an inoperative HF radio, that it is installed in accordance with AC 20-150B (or subsequent edition). MEL relief is only available for approved systems. **Note:** Aircell systems, and systems with only a handset are not compliant with AC 20-150B (or subsequent edition) and do not qualify as SATVOICE.
EQP-5	○	○	Provide documentation that your aircraft is equipped with TCAS II, V7.1. **Note:** Requirement is for flights operating in European Union (EU) and in the North Atlantic (NAT). *Sources: Commission Regulation No 1332/2011, 'ACAS II Regulation and ICAO Regional Supplementary Procedures (Doc 7030), NAT para 5.3.1.*

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Section 4: Operational Attachments

Attach your **entire** International Operations Manual (IOM) and/or General Operations Manual (GOM)/ Flight Operations Manual (FOM), as applicable for this application package. Please highlight the page(s)/ paragraph(s) to address each item from OPS-1 through OPS-10 below, and if able, hyperlink the reference number to the appropriate section using the Adobe Acrobat attachment feature. Please also enter the page/ paragraph number(s) from your IOM (or other supporting document/excerpt) in the text fields provided in each block from OPS-1 through OPS-11. Include your entire International Operations Manual (IOM) or relevant sections of your General Operations Manual (GOM) so references/ excerpts can be evaluated in context.

Attaching a Procedural Statement of Compliance (PSOC).

If you have a PSOC from your procedures manual provider, attach it under PSOC-1. A PSOC can be used in lieu of all the attachments of this section except OPS-11, Minimum Equipment List (MEL) items in paragraph 4.4 and the sample flight plan item in FLP-1. For more information click on the Streamlined Part 91 Operational Approval Process.

4.1 Procedural Statement of Compliance (PSOC)

Reference Number	Attached	N/A	PSOC Attachment
PSOC-1	○	○	If available, attach a PSOC and the cover sheet from the IOM that cross references the approved PSOC version. If there is no PSOC, then continue with the attachment requests below and include each corresponding reference number with each attachment. See paragraph 1.7.

4.2 International Operations Manual (IOM)

Reference Number	Attached	N/A	IOM Attachment
IOM-1	○	○	If available, attach the complete International Operations Manual (IOM) so references/ excerpts can be evaluated in context. If there is no IOM, then do not attach anything here, and instead provide appropriate attachments of the relevant documents/ excerpts for the OPS items below.

4.3 Operational Procedures

Reference Number	Attached	N/A	Operational Attachments
OPS-1	○	○	Provide procedures for operating the aircraft RNP system as they pertain to oceanic RNP operations, to include alerts displayed in the event of system failure or degradation, and required pilot action. *Source: AC 90-105, paragraphs 7.5.1, F.8, and G.11.* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*
OPS-2	○	○	If your aircraft is equipped only with Global Navigation Satellite System (GNSS) navigation sensors (i.e., is not equipped with an inertial navigation sensor), provide procedures to ensure pilots obtain a Fault Detection and Exclusion (FDE) prediction, and the associated limits in the event of predicted outages. *Source: AC 90-105, Appendices: E, F, and G, paragraphs E.8.2.1, F.4.3.1 and G.7.1* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*

Reference Number	Attached	N/A	Operational Attachments
OPS-3	○	○	If your aircraft is not equipped with an inertial navigation system (INS), provide pilot procedures for dead reckoning, as described in AC 91-70. In the case of jamming and/or spoofing, dead reckoning may be necessary as the only means to proceed safely with the loss of GPS. *Source: AC 91.70, Chapter 2, paragraph 2.3.2.3, Chapter 4, paragraphs 4.6.2-4.6.5, Chapter 6, paragraph 6.3.1.12.1* *Pilot's Handbook of Aeronautical Knowledge, FAA-H-8083-25, Chapter 16, Navigation*
OPS-4	○	○	Provide IOM/procedural references of pilot procedures for the manual entry of undesignated waypoints (i.e., latitude and longitude). Include references of how such manually entered points are displayed on the navigation display and in the FMS (i.e., how they are labeled/ named). *Source: AC 90-105, Appendices: E, F, and G, paragraphs: E.9.5, F.8.3, and G.11.3.1, AC 91.70, Chapter 6, Table 6-2, paragraph 6.3.2.5.3 and Figure 6-2.* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*
OPS-5	○	○	Provide LRNS preflight procedures and pilot procedures to confirm the correct route is loaded. *Source: AC 90-105, Appendix F and G, paragraph: F.8.3.1 and G.11.3.2; AC 91-70, Chapter 6, paragraph 6.3, Chapter 7, paragraph 7.4.2, Appendix D, paragraph D.2.2.12.2* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*

Reference Number	Attached	N/A	Operational Attachments
OPS-6	○	○	Provide procedures/guidance on when and how to perform Strategic Lateral Offset Procedures (SLOP). *Source: AC 90-105, Appendices: E, and F: paragraph E.9.5.8 and F.8.3.8; AC 91-70, paragraph 6.4.3.4.2* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*
OPS-7	○	○	For aircraft equipped with GPS and inertial sensors, provide procedures that ensure GPS is being used for position computation during RNP 2 (oceanic) and RNP 4 operations. *Source: AC 90-105, Appendices: E, F, and G, paragraphs: E.9.6, F.8.3.11, and G.11.3.10* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*
OPS-8	○	○	Provide IOM/procedural references of pilot cross-checking procedures to identify navigation errors in sufficient time to prevent an inadvertent deviation from ATC-cleared routes. Your procedures should include cross-checking aircraft position at a point approximately 5-10 minutes after oceanic waypoint passage using one of the following methods: • Plotting or e-plot on a chart or • Use of aircraft FMS-driven navigation displays and indications *Source: AC 90-105, Appendices E and F, paragraphs: E.9.5.6 and F.8.3.5; AC 91-70, Chapter 6, paragraph 6.4.8.2; guidance for use of Electronic Flight Bag (EFB) plotting applications is in note under paragraph 6.3.1.12.3.* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*

Reference Number	Attached	N/A	Operational Attachments
OPS-9	○	○	Provide your checklist used for oceanic operations. *Source: AC 91-70, Appendix D* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*
OPS-10	○	○	Provide IOM/procedural references of emergency and contingency procedures and how the flightcrew will have "ready access" to these procedures (per LOA B036), e.g., via laminated card or oceanic checklist attachment. Include the following: • Inability to comply with assigned clearance due to meteorological conditions, aircraft performance, or pressurization failure; • En route diversion across the prevailing traffic flow; • Loss of, or significant reduction in, the required navigation capability when operating in airspace where the navigation performance accuracy is a prerequisite to the safe conduct of flight operations; • Contingency procedures for performing turn backs, diversions, and weather deviations; • ICAO Special Procedures for In-Flight Contingencies in Oceanic Airspace; and • Contingency procedures in the event of degradation or loss of LRNS after departure. *Source: AC 91-70, Appendix F,* US-AIP *and* International Oceanic Airspace Notices *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*

Reference Number	Attached	N/A	Operational Attachments
OPS-11	○	○	Provide a reference of your procedures to retain operational flight plans used by the flightcrew as "master documents" for a period of at least three months for the following oceanic flights: 1. Any flight where irregularities occurred in oceanic navigation or with an ATC clearance (e.g., possible Gross Navigation Error (GNE), altitude deviations, or safety events for which ATC advises a report will be filed); and/or 2. All flights with aircraft not providing Automatic Dependent Surveillance–Contract (ADS-C) reports.

4.4 MEL

If using an FAA MMEL (i.e., you have a D095 LOA), check the MEL-1 box. If you are not using an FAA MMEL, complete MEL-2.

Reference Number	Attached	N/A	MEL Attachment
MEL-1	○	○	Check the box here if you have an LOA D095 (meaning you are using an FAA approved MMEL). No attachments are required in this case.
MEL-2	○	○	If you do not have LOA D095, provide sections 23 and 34 of your MEL, including the M and O procedures. Operators can use CPDLC compliant with RCP 240 as relief for one inoperative HF radio, as long as one HF radio remains operative. However, in accordance with 14 CFR § 91.511, part 91 subpart F operators need only one HF radio for over-water operations, if they have 2 VHF radios. *Source: Part 91, § 91.213, AC 90-105, Chapter 8, paragraph 8.3; Appendix E, paragraph E.8.2; Appendix F, paragraph F.7.2.*

4.5 B039, NAT HLA

If you are applying for LOA B039, then include your operational procedures that relate to operating within NAT HLA airspace.

Note: Operators must have been issued or be in the process of applying for a LOA B036 to be considered for B039 (Exception, for B039 authorizations limited to the Iceland-Greenland Corridor, no oceanic RNP is required, and therefore no B036 is required). This application guide can be used to apply for both authorizations.

Reference Number	Attached	N/A	NAT HLA Attachment
HLA-1	○	○	If PSOC-1 was provided above, attach the cover sheet from the IOM that cross-references the approved PSOC version and that confirms inclusion of NAT HLA procedures. Otherwise, provide operating procedures that are specific to operating in the NAT HLA airspace. Leave unchecked if this attachment does not apply. *Sources: U.S. AIP, ENR 7, NAT Doc 007, NAT Ops Bulletins , ICAO Doc 7030, Regional Supplementary Procedures* *Applicant notes/references. Please provide the name of the supporting document as well as page(s)/paragraph(s) references, e.g., "IOM, paragraphs 3.5 and 3.6."*

4.6 Flight Plans

Reference Number	Attached	N/A	Flight Plan Attachment
FLP-1	○	○	Provide below-listed documents pertaining to a representative oceanic crossing through the requested airspace (e.g., if requesting B039, route of flight should be through NAT HLA, between FL 285 and FL 420) Include the following: ✈ A sample Master Document OFP/crew flight plan/computer flight plan. ✈ A sample ATC flight plan (FAA Form 7233-4) with codes entered in Fields 10 and 18 supported by installed and authorized equipment (EQP section) (e.g., A056 authorization required for Item 10a Code P2 (RCP 240) and C384 authorization required for Item 18 Code T1 or T2 (RNP AR approach with and without RF, respectively)). ✈ Equal Time Point (ETP) analysis for the oceanic flight plan. ✈ Fuel planning in accordance with ICAO Annex 6, Part II as applicable. ✈ Additionally, provide the following, as applicable: • Sample Track Message, normally provided with Operational Flight Plan (OFP), and • Sample graphic depiction of tracks, Equal Time Points (ETPs) and ETOPS ring overlays normally provided with OFP, sample applicable NOTAMs, GPS NOTAMS and RAIM prediction. Below are resources to aid in your flight planning: ✈ AC 91-70 (addresses Master Document) ✈ FAA Form 7233-4 ✈ FAA Flight Planning Information

Section 5

Section 5: Training Attachments

In this section you are asked to provide documentation that your pilots have been trained in oceanic RNP operations, and/or, as applicable, NAT HLA operations. For each attachment, provide the relevant page(s)/ paragraph(s) reference to establish compliance. It is not necessary to attach an entire document if the excerpted pages can adequately establish compliance. Please highlight the requested documentation and if able, hyperlink the reference number to the appropriate section using the Adobe Acrobat attachment feature.

If your training provider has given you a TSOC, you should attach it under TSOC-1. For this application, the TSOC must specifically state its applicability to LOA B036, and/or B039 if seeking that LOA.

5.1 Training Statement of Compliance (TSOC) Attachment

Reference Number	Attached	N/A	TSOC Attachment
TSOC-1	○	○	If you have a TSOC, include it with your application as the TSOC-1 attachment. While not required for the application, a TSOC applicable to LOA B036 and/or B039 attests to the FAA's acceptance of the training provider's curriculum as it relates to those LOAs. See paragraph 1.7.

5.2 Training Attachments

Reference Number	Attached	N/A	Training Attachments
TNG-1	○	○	Provide a record of completed training for the minimum approved flight crew that includes oceanic RNP operations and the use of long-range navigation equipment and procedures. The training should cover the RNP and oceanic operations content in ACs 91-70 and AC 90-105. **Note:** Operators who hire contract pilots must provide your process of verifying acceptable training for oceanic RNP operations and the use of long-range navigation equipment and procedures in accordance with LOA B036.

Reference Number	Attached	N/A	Training Attachments
TNG-2	○	○	This attachment is only for those operators applying for B039. Provide documentation of training pilots for operations specific to the NAT HLA. The operator's training and pilot procedures should include NAT regional procedures on oceanic clearances and communication failure.

Section 6: Additional Attachments/Information

6.1 Additional PI Requested Documentation

This section is included for any additional information that may be requested by your PI. For each attachment, provide the necessary page(s)/paragraph(s) to establish compliance. It is not necessary to attach an entire document if the excerpted pages can adequately establish compliance. Include the corresponding reference number with the attachment.

Reference Number	Attached	N/A	Additional PI Requested Documentation
POI-1	○	○	If requested, attach additional documentation requested by your PI.

6.2 Document Review

Check each document below to indicate you are knowledgeable about each.

Check Box	Document List
	AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System and in Oceanic and Remote Continental Airspace
	AC 20-138, Airworthiness Approval of Positioning and Navigation Systems.
	AC 91-70, Oceanic and Remote Continental Airspace Operations
	U.S. Aeronautical Information Publication (AIP), Part 2, ENR 7, Oceanic Operations.
	Other States' Aeronautical Information Publications (AIP). Eurocontrol link to other AIPs
	Performance-based Communication and Surveillance (PBCS) Manual (Doc 9869), ICAO.
	Notices to Airmen (NOTAM). (U.S. Link)
	FAA chart supplements

ADDITIONAL ATTACHMENTS/INFORMATION

Check Box	Document List
	Oceanic Errors Safety Bulletin (OESB) (NAT OPS Bulletins).

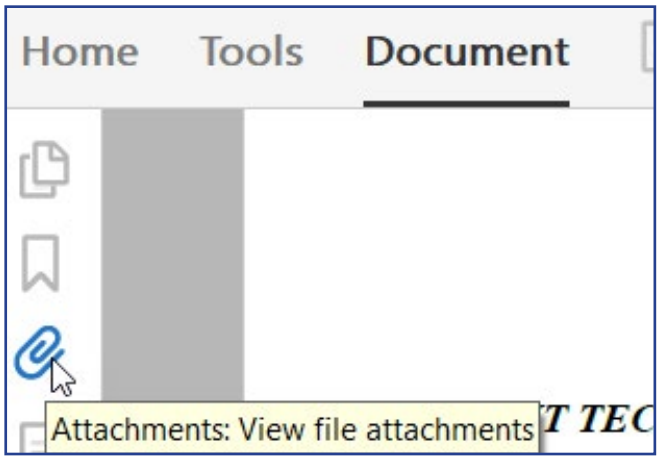
Appendix A

Appendix A Final Application Preparations

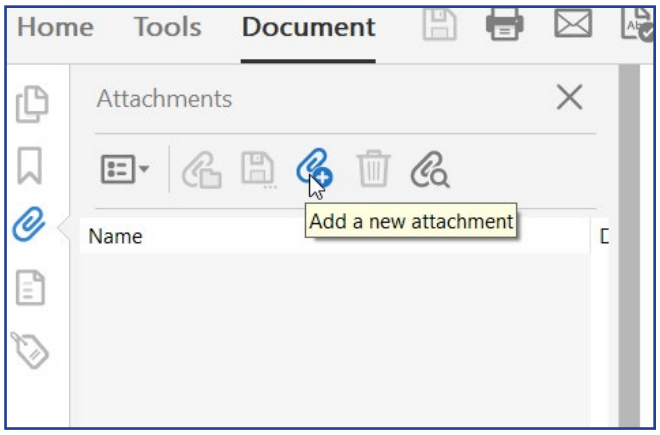
A.1 How to Attach Documents using Adobe Acrobat

Attach files to this PDF using the Acrobat attachment feature. Send your application with all the attachments in one file. Use the naming convention described in paragraph A.2 for your file name. This method will result in ONE PDF WITH ATTACHMENTS and is highly recommended. If you do not have Acrobat, then use the naming convention in paragraph A.2 and provide the attachments as separate documents. Attach document with Acrobat as follows:

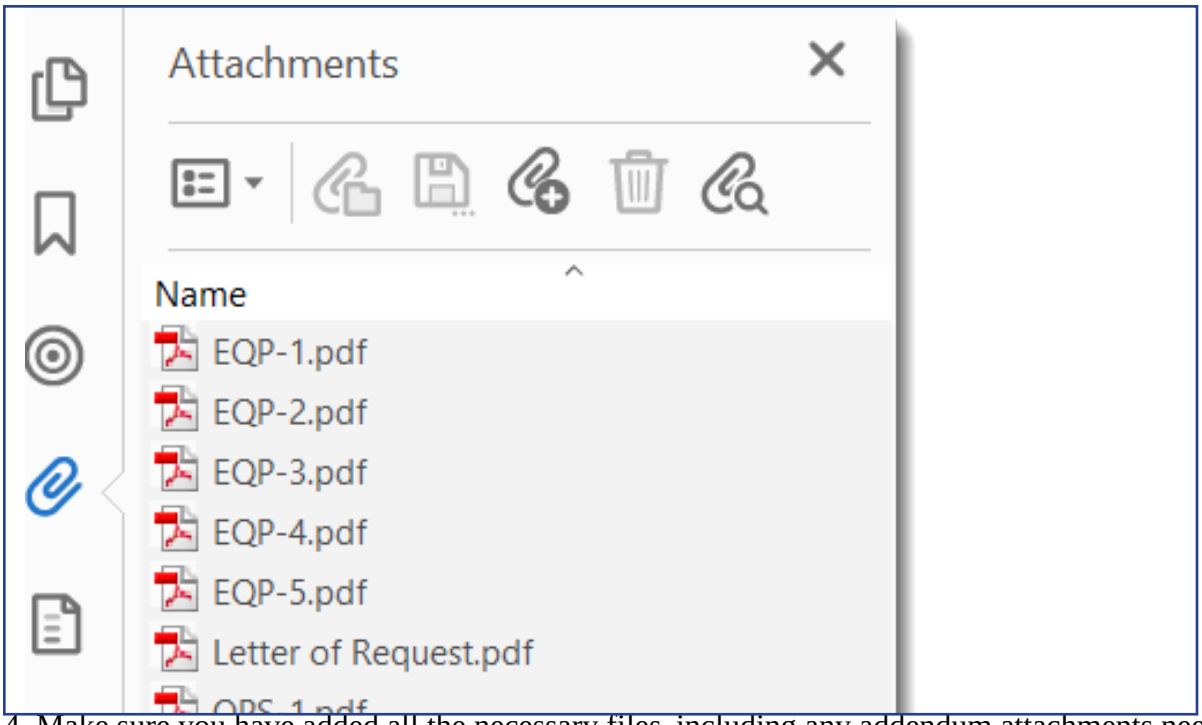
1. Click the Paper Clip icon in the left margin of this application guide:



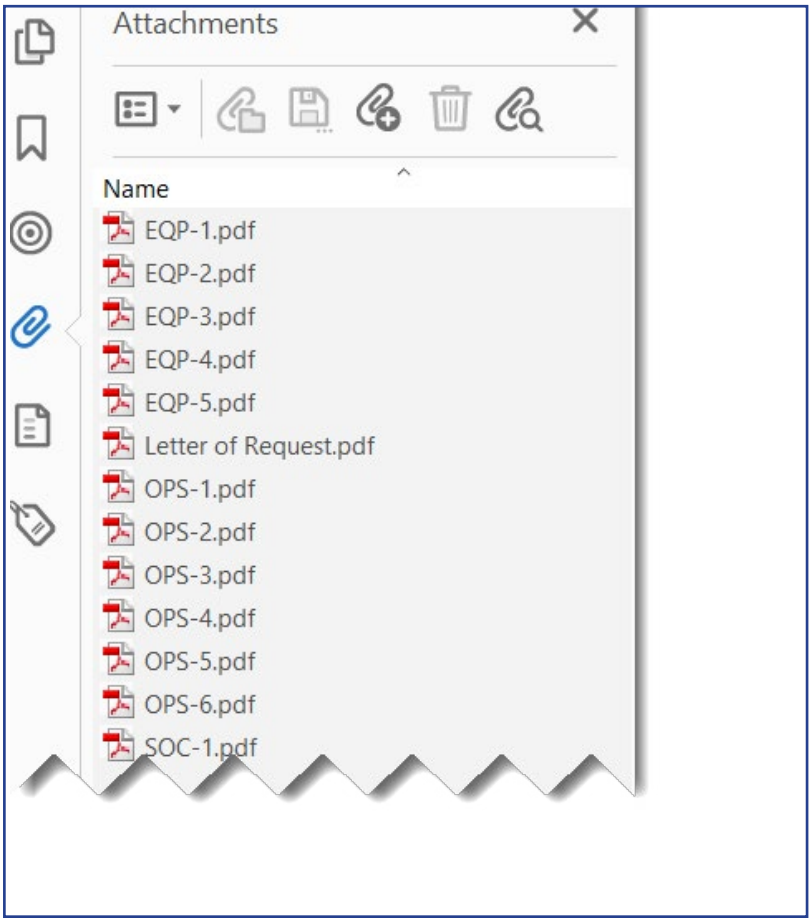
2. To Add Files, click the and browse for the file attachments on your computer.



3. Click on the files to attach to your application.



4. Make sure you have added all the necessary files including any addendum attachments needed for the LOAs which are to be included in your application.



A.2 Naming Convention

Use the following file naming convention when submitting this document for B036 and B039.

Part 91_Oceanic and Remote_AG_Company/Name_Date(XX_XX_XXXX)_Version_Number_(VX)

Example: Part 91_Oceanic and Remote_AG_ABC Corporation_05_05_2025_V2

A.3 Application Checklists

B036 Checklist *(Also, for adding a different MMS aircraft or not identically equipped to existing B036)*

Checklist

Ensure all the applicable items have been completed.

- ☐ Attach your letter or email of request along with all the documents below for your PI.
- ☐ Section 2, Application Form,
- ☐ Section 3, Aircraft Eligibility Attachments,
- ☐ Section 4, Operational Attachments,
- ☐ Section 5, Training Attachments, and
- ☐ Section 6, Additional Attachments/Information
- ☐ Attached files to this application guide and use the naming convention described in this appendix.

B039 Checklist

- ☐ Section 2, Application Form,
- ☐ Section 4, Operational Attachment, 4.3
- ☐ Section 5, Training Attachment, 5.2, TNG-2

Application Submission:

- ☐ Submit the completed application to the Flight Standards District Office in your region or send it to your principal inspector. Applications may be submitted electronically via email or through the FAA's Safety Assurance System (SAS) External Portal. For access to SAS external portal click ***Sign up for SAS*** under the login button.

  Note: Submitting applications via the Operational Approval Portal System (OAPS) is no longer preferred. OAPS is being integrated into SAS and is on the SAS menu as Operations Approval (OAPS).

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Appendix B

Appendix B: Definitions and Acronyms

B.1 Definitions

A

Area Navigation (RNAV). A method of navigation (formerly known as "Random Navigation") which permits aircraft operation on any desired flightpath within the coverage of ground- or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these.

Area Navigation (RNAV) System. A navigation system which permits aircraft operation on any desired flightpath within the coverage of ground or space-based navigation aids or within the limits of the capability of self-contained aids, or a combination of these. A RNAV system may be included as part of a flight management system (FMS).

Aircraft Statement of Capability (ASOC). The ASOC provides evidence of aircraft capabilities. An applicant obtains an ASOC from the aircraft manufacturer.

Air Traffic Control (ATC) Service:

1. Area Control Service,

2. Approach Control Service, and

3. Airport Control Service.

D

Distance Measuring Equipment (DME) DME/DME (D/D) RNAV. Refers to navigation using DME ranging from at least two DME facilities to determine position.

DME/DME/Inertial (D/D/I) RNAV. Refers to use of DME/DME positioning augmented by integration with an aircraft's inertial navigation system(s) to support RNAV or RNP operations. D/D/I can provide more flexibility and continuity than D/D positioning supporting continuous RNAV operations where gaps in DME facility availability exist or when GPS is lost (for any reason). Aircraft with advanced multi-sensor RNP capability often include a higher level of D/D/I capability through use of multiple DME facilities, integration with multiple inertial navigation systems and complex filtering (e.g., Kalman filtering). These aircraft can support continuous RNAV and RNP operations when GPS is lost (for any reason).

F

Fault Detection and Exclusion (FDE). A software algorithm a GNSS sensor requires that automatically detects and excludes a faulty satellite from the GNSS position solution when a sufficient number of satellites are available.

Fixed Radius Transition (FRT). An arc at a constant (specified) radius that is tangent to both the inbound and outbound en route path segments at an en route fix. FRT apply during en route operations on published RNP

routes and serve to provide aircraft a means to connect from one route to a new route at a transition fix via a published FRT. Like RF turns, FRTs may offer reliable, repeatable paths for all aircraft.

Flight Management System (FMS). An integrated system, consisting of airborne sensor, receiver and computer with both navigation and aircraft performance databases, which provides performance and area navigation guidance to a display and automatic flight control system (AFCS).

Flight Technical Error (FTE) or Path Steering Error (PSE). Accuracy with which an aircraft is controlled, as measured by the indicated aircraft position with respect to the indicated command or desired position. It does not account for procedural blunder errors.

G

Global Navigation Satellite System (GNSS). GNSS is a generic term for a worldwide position, velocity, and time determination system, which includes one or more satellite constellations, aircraft receivers, and system integrity monitoring. GNSS includes GPS, Satellite-based Augmentation Systems (SBAS) such as the wide area augmentation system (WAAS), Ground Based Augmentation System (GBAS). Global Orbiting Navigation Satellite System (GLONASS), Galileo, and any other satellite navigation system approved for civil use. GNSS can be augmented as necessary to support the Required Navigation Performance (RNP) for the actual phase of operation.

Global Positioning System (GPS). GPS is a U.S. satellite-based radio navigation system that provides a positioning service anywhere in the world. The service provided by GPS for civil use is defined in the GPS Standard Positioning System Signal Specification. GPS is the U.S. core GNSS satellite constellation providing space-based positioning, velocity, and time. GPS is composed of space, control, and user elements.

H

High Remote Continental. High remote continental airspace is defined as airspace above terrain where line-of-sight communications, independent surveillance and reliable ground-based NAVAIDs are not available. Controllers provide air traffic services utilizing procedural control and procedural separation.

L

Long-Range Navigation System (LRNS). By definition (i.e., 14 CFR Part 1), an LRNS includes an electronic navigation unit that computes for the pilots steering commands to fly the intended route of flight. In many aircraft capable of oceanic RNP operations, a flight management computer (FMC) serves as the electronic navigation unit, though some manufacturers use terms other than FMC. An LRNS must also include a long-range navigation sensor, which is an Inertial Reference System (IRS) or a Global Navigation Satellite System (GNSS).

N

Navigation Specification (Nav Spec). A set of aircraft and aircrew requirements needed to support PBN operations within a defined airspace. There are two kinds of Nav Spec:

1. RNAV specification. A Nav Spec based on RNAV that does not include the requirement for onboard performance monitoring and alerting, designated by the prefix RNAV (e.g., RNAV 5, RNAV 1).
2. RNP specification. A Nav Spec based on RNAV that includes the requirement for onboard performance monitoring and alerting, designated by the prefix RNP (e.g., RNP 4, RNP APCH).

Navigation System Error (NSE). NSE or Position Estimation Error (PEE) is the difference between the true position and estimated position.

O

Oceanic. Oceanic airspace is defined as international airspace over oceans where separation and procedures are in accordance with the International Civil Aviation Organization (ICAO). Responsibility for the provision of ATC service in this airspace is delegated to various countries.

Offshore. Offshore airspace is defined by Title 14 of the Code of Federal Regulations (14 CFR) part 71, §§ 71.31 and 71.71. It is designated in international airspace within areas of domestic radio navigational signal or ATC radar coverage, and within which domestic ATC procedures are applied.

P

Performance-Based Navigation (PBN). RNAV-based on performance requirements for aircraft operating along an ATS route, on an instrument approach procedure (IAP), or in a designated airspace.

Procedural Statement of Compliance (PSOC). The PSOC provides evidence of procedures compliance. An applicant obtains a PSOC from the company contracted by the operator for procedural publication services.

R

Receiver Autonomous Integrity Monitoring (RAIM). An algorithm that verifies the integrity of the position output using GPS measurements, or GPS measurements and barometric aiding.

Required Navigation Performance (RNP). RNP is a statement of the 95 percent navigation accuracy performance that meets a specified value for a particular phase of flight or flight segment and incorporates associated onboard performance monitoring and alerting features to notify the pilot when the RNP for a particular phase or segment of a flight is not being met.

RNAV. See Area Navigation (RNAV) above.

RNP/RNAV Procedure. An RNP/RNAV Procedure includes instrument departure procedures (DP), standard terminal arrivals (STAR), and instrument approaches based on PBN.

RNP Value. The RNP value designates the 95 percent LNAV performance (in NM) and the related monitoring and alerting requirements associated with an RNP instrument flight operation or a particular segment of that instrument flight.

RNP System. An RNAV system which supports onboard performance monitoring and alerting.

T

Training Statement of Compliance (TSOC). The TSOC provides evidence of training compliance. An applicant obtains a TSOC from the company contracted by the operator for training.

W

Waypoints. A waypoint is a predetermined geographical position that is defined in terms of latitude/longitude coordinates. Waypoints may be a simple named point in space or associated with existing NAVAIDs, intersections, or fixes. A waypoint is most often used to indicate a change in direction, speed, or altitude along the desired path. RNAV procedures make use of both flyover and flyby waypoints.

B.2 Acronyms

Acronym	Meaning
14 CFR	Title 14 of the Code of Federal Regulations
AC	Advisory Circular
AEG	Aircraft Evaluation Group
AFCS	Automatic Flight Control System
AFM	Airplane Flight Manual
AFMS	Airplane Flight Manual Supplement
AGL	Above Ground Level
AIP	Aeronautical Information Publication
AIR	Aircraft Certification Service
AMC	Acceptable Means of Compliance
ANP	Actual Navigation Performance
A RNP	Advanced Required Navigation Performance
ASOC	Aircraft Statement of Capability
ATC	Air Traffic Control
CAMP	Continuous Airworthiness Maintenance Program
CEP	Central East Pacific
CHDO	Certificate Holding District Office
CMO	Certificate Management Office
CPDLC	Controller Pilot Data Link Communications
CTA/FIR	Control Area/Flight Information Region
DME	Distance Measuring Equipment
DP	Departure Procedure
DTK	Desired Track
FAA	Federal Aviation Administration
FDE	Fault Detection and Exclusion
FGS	Flight Guidance System
FIR	Flight Information Region
FMC	Flight Management Computer
FMS	Flight Management System
FRT	Fixed Radius Transition
FS	Flight Standards Service
FSDO	Flight Standards District Office
GNSS	Global Navigation Satellite System
GOM	General Operations Manual
GPS	Global Positioning System
HLA	High Level Airspace
ICAO	International Civil Aviation Organization
INS	Inertial Navigation System

APPENDIX B

Acronym	Meaning
IOM	International Operations Manual
IRS	Inertial Reference System
IRU	Inertial Reference Unit
LNAV	Lateral Navigation
LOA	Letter of Authorization
LRNS	Long Range Navigation System
MEL	Minimum Equipment List
MMS	Make, Model, Series
Nav Spec	Navigation Specification
NM	Nautical Mile
NOPAC	North Pacific
NOTAM	Notice to Airmen
NSE	Navigation System Error
OEM	Original Equipment Manufacturer
PBN	Performance Based Navigation
PF	Pilot Flying
PI	Principal Inspector
POH	Pilot's Operating Handbook
POI	Principal Operations Inspector
PSOC	Procedural Statement of Compliance
RAIM	Receiver Autonomous Integrity Monitoring
RNAV	Area Navigation
RNP	Required Navigation Performance
SAO	Special Areas of Operation
SB	Service Bulletin
SBAS	Satellite Based Augmentation System
SIS	Signal in Space
SLOP	Strategic Lateral Offset Procedures
SOC	Statement of Compliance
STC	Supplemental Type Certificate
TC	Type Certificate
TOAC	Time of Arrival Control
TSE	Total System Error
TSO	Technical Standard Order
TSOC	Training Statement of Compliance
WGS	World Geodetic System

Please Provide Feedback

In our continuing effort to improve the quality of service we provide to you, the Federal Aviation Administration would appreciate any feedback you may have on this guide and how we can improve it:

Please Indicate “Oceanic and High Remote Continental Application Guide” in the Subject Line

Mail to: **9-AWA-AVS-AFS-400-flight-technologies-procedures-division@faa.gov**

Flight Technologies & Procedures Division