

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.249

National Policy

Effective Date:
1/9/14

Cancellation Date:
1/9/15

SUBJ: OpSpec/MSpec/LOA B039, Operations within North Atlantic Minimum
Navigation Performance Specifications Airspace

1. Purpose of This Notice. This notice provides revised guidance for Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and aviation safety inspectors (ASI) assigned to operators conducting airplane operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 91 subpart K (part 91K), 121, 125 (including the Letter of Deviation Authority (LODA) 125M holders), and 135. This notice amends all Operations Specification (OpSpec), Management Specification (MSpec), and Letter of Authorization (LOA) B039 templates. This is a mandatory change to OpSpec/MSpec/LOA B039.

2. Audience. The primary audience for this notice is FAA CHDOs, Flight Standards District Office (FSDO) and International Field Office (IFO) ASIs. The secondary audience includes Flight Standards divisions and branches in the regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at <http://fsims.avs.faa.gov>. Operators and the public can find this notice on the FAA's Web site at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Background. A review by FAA inspectors of OpSpec/MSpec/LOA B039 found that there was language missing from the U.S. International Flight Information Manual (IFIM) in regard to Special Contingency Routings. Detailed information about the special short stage length routes and the special routes/Blue Spruce Routes found in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP) replaces the outdated reference to the IFIM. There are no changes in reference to minimum navigation performance capability required or aircraft equipage to meet the requirements of this OpSpec/MSpec/LOA.

5. Guidance. Inspectors can find guidance for OpSpec/MSpec/LOA B039 in FAA Order 8900.1, Volume 3, Chapter 18, Section 4. The Flight Technologies and Procedures Division (AFS-400), in conjunction with the Air Transportation Division (AFS-200) and the General Aviation and Commercial Division (AFS-800), developed this notice. This notice contains the following:

- The sample OpSpec B039 template in Appendix A applies to part 121.
- The sample OpSpec B039 template in Appendix B applies to part 121/135.
- The sample OpSpec B039 template in Appendix C applies to part 125.
- The sample OpSpec B039 template in Appendix D applies to part 135.
- The sample LOA B039 template in Appendix E applies to part 91.
- The sample MSpec MB039 template in Appendix F applies to part 91K.
- The sample LOA B039 template in Appendix G applies to part 125 (LODA A125).

6. Action. Compliance with this notice is mandatory for all holders of OpSpec/MSpec/LOA B039. Principal inspectors (PIs) should provide this notice to the operators for whom they are responsible. This authorization is mandatory with a compliance date within 180 days from the date of this notice.

7. Disposition. We will incorporate the information in this notice into Order 8900.1 before this notice expires. Direct your questions concerning this notice to Madison Walton, Performance-Based Flight Systems Branch (AFS-470) at 202-385-4596.



John Barbagallo
Deputy Director, Flight Standards Service

**Appendix A. Sample OpSpec B039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 121**

a. The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS Airspace under these operations specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS Airspace unless the certificate holder has satisfactorily demonstrated that the navigation equipment is installed and operational on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot’s station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The certificate holder is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation equipment listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer’s recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations

f. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The certificate holder is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Sing Long-Range Navigation Systems (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

Appendix B. Sample OpSpec B039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS Airspace under these operations specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS Airspace unless the certificate holder has satisfactorily demonstrated that the navigation equipment is installed on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis.

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The certificate holder is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1—Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (M/M/S)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations

f. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The certificate holder is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Single Long-Range Navigation System (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (M/M/S)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

**Appendix C. Sample OpSpec B039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 125**

a. The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS Airspace under these operations specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS Airspace unless the certificate holder has satisfactorily demonstrated that the navigation equipment is installed and operational on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The certificate holder is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations

f. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The certificate holder is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Single Long-Range Navigation Systems (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

**Appendix D. Sample OpSpec B039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 135**

a. The certificate holder is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The certificate holder shall not conduct any other operations in NAT/MNPS Airspace under these operations specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The certificate holder shall not conduct any operation in NAT/MNPS Airspace unless the certificate holder has satisfactorily demonstrated that the navigation equipment is installed and operational on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The certificate holder is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the certificate holder has been issued operations specifications paragraph B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the certificate holder follows the limitations and provisions of operations specifications B046 subparagraphs a, b, c, d, and e.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The certificate holder is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

f. Airplanes Authorized with Single Long-Range Navigation Systems (S-LRNS). The certificate holder is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Single Long-Range Navigation System (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

**Appendix E. Sample LOA B039, Operations in NAT MNPS Airspace Authorization:
14 CFR Part 91**

1. The operator listed at the bottom of this document is authorized to conduct operations within North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the limitations and provisions of this Letter of Authorization (LOA) and is subject to the conditions that all operations conducted within the NAT/MNPS Airspace are in accordance with Title 14 CFR part 91, § 91.703 and the flight rules contained in International Civil Aviation Organization (ICAO) Annex 2, Rules of the Air.

2. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The operator is authorized to use the airplanes listed in Table 1 below for unrestricted operations within the entire NAT/MNPS Airspace. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace. The installed equipment must be maintained in accordance with the airplane or equipment manufacturer’s recommendations. *(If this authorization does not apply, select and enter N/A for each cell in Table 1.)*

Table 1 – Airplanes with Multiple Long-Range Navigation Systems (M-LRNS) Authorized for Unrestricted Operations within NAT/MNPS Airspace

Airplane Serial Number	Airplane Registration Number	Airplane M/M/S	Multiple Long-Range Navigation Systems M/M/S	Communications Equipment M/M	Restrictions or Limitations

3. Airplanes Authorized with Single Long-Range Navigation Systems (S-LRNS). The operator is authorized to operate within NAT/MNPS airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP). The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer’s recommendations. *(If this authorization does not apply, select and enter N/A in each cell in Table 2.)*

Table 2 – Airplanes with Single Long-Range Navigation Systems (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Serial Number	Airplane Registration Number	Airplane M/M/S	Single Long-Range Navigation Systems M/M	Communications Equipment M/M

4. Airplanes Authorized with Only Short-Range Navigation Equipment: VOR, DME, ADF. The operator is authorized to use the airplane(s) equipped with only short-range navigation equipment such as VOR, DME, and ADF listed in Table 3 below to operate within NAT/MNPS Airspace over special routes of short stage lengths. Detailed information about these special routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP). The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer’s recommendations. *(If only M-LRNS and/or S-LRNS equipped aircraft are authorized, select or enter N/A in each of the cells for Table 3).*

Table 3 – Airplanes with Only Short-Range Navigation Equipment, VOR, DME, and ADF Authorized to Use Special Routes of Short Stage Lengths Only in NAT/MNPS Airspace

Airplane Serial Number	Airplane Registration Number	Airplane M/M/S	Short-Range Navigation Equipment M/M	Communications Equipment M/M

5. Crew Training. Crew training conducted by . In accordance with 14 CFR § 91.3 and 91.703(a)(1)(2) and ICAO Annex 2 (Rules of the Air), paragraph 2.3.2 (Pre-flight action) crews are responsible for policies and procedures in areas of operations where flights are conducted.

6. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 4 of the Responsible Person signing this LOA:

Table 4 – Responsible Person

Name	Email Address	Telephone

**Appendix F. Sample MSpec MB039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 91 Subpart K**

a. The program manager is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this paragraph. The program manager shall not conduct any other operations in NAT/MNPS Airspace under these management specifications.

b. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).

c. Minimum Navigation Performance Capability Required. The program manager shall not conduct any operation in NAT/MNPS Airspace unless the program manager has satisfactorily demonstrated that the navigation equipment is installed on any airplane used in NAT/MNPS operations and the procedures for use of this equipment meet the following NAT/MNPS requirements on a continuing basis:

(1) The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).

(2) The proportion of the total flight time in NAT/MNPS Airspace spent by aircraft 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).

(3) The proportion of the total flight time in NAT/MNPS Airspace spent by the aircraft between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).

(4) Suitable displays must be available at each pilot’s station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.

d. Reduced Vertical Separation Minimum (RVSM). The program manager is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the program manager has been issued management specifications paragraph MB046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the program manager follows the limitations and provisions of management specifications MB046 subparagraphs a, b, c, and d.

e. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The program manager is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be maintained in accordance with the airplane or equipment manufacturer’s recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations

f. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The program manager is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these special routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with a Single Long-Range Navigation System Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations

**Appendix G. Sample LODA B039, Operations in NAT MNPS Airspace
Authorization: 14 CFR Part 125 (LODA A125)**

1. The Operator/Company, authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125), is authorized to conduct operations within the airspace defined as the North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace in accordance with the provisions of this Letter of Authorization (LOA). The Operator/Company shall not conduct any other operations in NAT/MNPS Airspace under these authorizations.
2. Authorized Area of Operations. NAT/MNPS Airspace is that volume of airspace within the Oceanic Control Areas of Santa Maria, Shanwick, Reykjavik, Gander Oceanic, and New York, excluding the area west of 60(degrees) W and south of 38(degrees) 30(minutes) N as defined in 14 CFR part 91 appendix C and ICAO NAT Regional Supplementary Procedures (SUPPS) (Doc 7030).
3. Minimum Navigation Performance Capability Required. The Operator/Company shall not conduct any operation in NAT/MNPS Airspace unless the Operator/Company has satisfactorily demonstrated that the navigation equipment is installed and operational on any airplane used in NAT/MNPS operations. The procedures for use of this equipment must meet the following NAT/MNPS requirements on a continuing basis.
 - a. The standard deviation (one sigma) of the lateral tracking error is less than 6.3 nautical miles (NM).
 - b. The proportion of the total flight time in NAT/MNPS Airspace spent by airplane 30 NM or more off the exact centerline of the assigned track is less than $5.3 \times 10E-4$ (less than one hour in 1,887 flight hours).
 - c. The proportion of the total flight time in NAT/MNPS Airspace spent by airplane between 50 and 70 NM offtrack is less than $1.3 \times 10E-4$ (less than one hour in 7,693 flight hours).
 - d. Suitable displays must be available at each pilot's station to permit continuous monitoring of the long-range navigation systems cross-track and along-track information.
4. Reduced Vertical Separation Minimum (RVSM). The Operator/Company is authorized to conduct operations in NAT/MNPS Airspace where RVSM approval is required provided that the Operator/Company has been issued an LOA B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace, and the Operator/Company follows the limitations and provisions of B046 subparagraphs 1, 2, 3, 4, and 5.
5. Airplanes Authorized with Multiple Long-Range Navigation Systems (M-LRNS). The Operator/Company is authorized to operate within the entire NAT/MNPS Airspace using the airplanes and navigation systems listed below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. At least two long-range navigation systems must be operational at entry into NAT/MNPS Airspace.

Table 1 – Airplane(s) with Multiple Long-Range Navigation Systems (M-LRNS) Authorized to Operate within NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Multiple Long-Range Navigation Systems (Manufacturer/Model)	Restrictions and Limitations

6. Airplanes Authorized with a Single Long-Range Navigation System (S-LRNS). The Operator/Company is authorized to operate within NAT/MNPS Airspace over the special routes/Blue Spruce Routes using the airplanes equipped with a S-LRNS listed in Table 2 below. The installed equipment must be operational and maintained in accordance with the airplane or equipment manufacturer's recommendations. Detailed information about these routes is published in NAT Doc 007, North Atlantic Operations and Airspace Manual and the Icelandic Aeronautical Information Publication (AIP).

Table 2 – Airplane(s) with Single Long-Range Navigation System (S-LRNS) Authorized to Use Special Contingency Routes Only in NAT/MNPS Airspace

Airplane Type (Make/Model/Series)	Single Long-Range Navigation System (Manufacturer/Model)	Restrictions and Limitations