

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.449

National Policy

Effective Date:
2/5/18

Cancellation Date:
2/5/19

SUBJ: OpSpec B055, North Polar Operations

- 1. Purpose of This Notice.** This notice announces a new Operations Specification (OpSpec) B055, North Polar Operations, for Title 14 of the Code of Federal Regulations (14 CFR) part 135 certificate holders.
- 2. Audience.** The primary audience for this notice is Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal inspectors (PI) assigned oversight of operators conducting operations under part 135. The secondary audience includes all Flight Standards divisions, branches, and offices.
- 3. Where You Can Find This Notice.** You can find this notice on the MyFAA employee website 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 can find this notice on the FAA's website at <http://fsims.faa.gov>. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.
- 4. Background.** North Polar authorization for part 135 operators is required by part 135, § 135.98. North Polar operations are defined as those operations conducted north of latitude 78° 00' N. With the increasing navigational and range capabilities of late-model turbojet aircraft now operated by part 135 certificate holders, it is anticipated that there will be an increasing number of requests for authorization of North Polar operations under part 135. The authorization of North Polar operations for part 135 operations will also require authorization for operations in the area of magnetic unreliability (AMU) (OpSpec B040). Part 135 operators may also require FAA approval for flight in the Canadian minimum navigation performance specification (CMNPS) airspace (OpSpec/MSpec B059) depending on their planned routings while in the North Polar Area. It may further require the authorization for Extended Operations (ETOPS) (OpSpec B342 or B344, as appropriate), which is defined as operations over a route that contains a point farther than 180 minutes flying time from an adequate airport at an approved one-engine inoperative cruise speed under standard conditions in still air.
- 5. Guidance.**

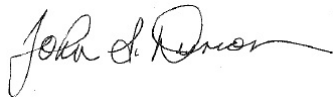
 - a. FAA Order 8900.1.** Guidance for operating in North Polar areas and AMUs is found in Order 8900.1, Volume 4, Chapter 1, Section 5, Safety Assurance System: Special Navigation

Areas of Operation. Initial approval for AMU and North Polar operations requires validation testing including tabletops and flights. Guidance is found in Order 8900.1, Volume 3, Chapter 29, Section 8, Validation Test Requirements.

b. OpSpec B055. Appendix A of this notice contains the sample OpSpec B055 template that applies to part 135. When issuing OpSpec B055, aviation safety inspectors (ASI) must be sure to enter the specific location within the certificate holder's manual system that details the certificate holder's Polar Operations Recovery Plan in subparagraph c(1) of OpSpec B055. The ASI should consult with the Next Generation (NextGen) Flight Technologies and Procedures Division (AFS-400) before inputting special equipment and procedures in the column in Table 1.

6. Action. OpSpec B055 is now available for issuance to part 135 certificate holders. Principal operations inspectors (POI) must consult with the Air Transportation Division (AFS-200) and NextGen AFS-400 for validation requirements prior to issuance. POIs, principal maintenance inspectors (PMI), and principal avionics inspectors (PAI) should review the guidance in Order 8900.1, Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorizations and Limitations; the current edition of Advisory Circular (AC) 135-42, Extended Operations (ETOPS) and Operations in the North Polar Area; the current edition of AC 120-61, In-Flight Radiation Exposure; and § 135.98. Additionally, OpSpec B040 must be issued. OpSpec B059, B342, or B344 should also be issued to certificate holders requesting B055, as appropriate.

7. Disposition. The information in this notice has been incorporated into Order 8900.1. Direct questions or comments concerning this notice to the Part 135 Air Carrier Operations Branch (AFS-250) at 202-267-8166.



John S. Duncan
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec B055, North Polar Operations: 14 CFR Part 135

- a. The certificate holder is authorized to conduct North Polar operations specified in this paragraph only within the polar area and areas referenced in paragraph B050 of these operations specifications, as defined below. The certificate holder must not conduct any other polar route operation within any other area under these operations specifications.
- b. Authorized Aircraft and Equipment. The certificate holder is authorized to conduct polar operations using the following aircraft and equipment.

Table 1 – Aircraft and Equipment Authorized for North Polar Operations

Aircraft M/M/S	Polar Diversion Alternate Airports	Special Equipment and Procedures

- c. Polar Operations Recovery Plan.

(1)

(2) The certificate holder must validate the accuracy and completeness of its recovery plan and diversion database at least annually.

- d. The certificate holder must conduct all North Polar operations in accordance with the following limitations, provisions, and special requirements:

(1) The North Polar Area of Operation for this operation is defined as the area that lies north of latitude 78° 00’ N.

(2) The certificate holder must also have authorization to conduct operations in areas of magnetic unreliability (operations specification B040) and flight in the Canadian MNPS (operations specification B059).

(3) Communications capability effective under normal operating conditions for all portions of the flight route must be available for entry into the North Polar Area of Operations.

(4) A sufficient set of en route polar diversion alternate airports must be identified in Table 1 of this operations specification, such that one or more can be reasonably expected to be “adequate” (as defined for Extended Operations (ETOPS) alternates in operations specification B342 or B344, as applicable) during each flight.

(5) Aircraft are to be equipped with a minimum of two cold weather anti-exposure suits.

(6) Except for all cargo operations, the certificate holder must have an expanded medical kit to include Automated External Defibrillators (AED) on board each aircraft listed in Table 1 above.