

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.672

National Policy

Effective Date:
9/7/23

Cancellation Date:
9/7/24

SUBJ: New Boundaries for Areas of Magnetic Unreliability and South Polar Area of Operation

1. Purpose of This Notice. This notice announces boundary changes for the areas of magnetic unreliability (AMU) authorized via Operations Specification (OpSpec)/Management Specification (MSpec)/Title 14 of the Code of Federal Regulations (14 CFR) part 125 Letter of Authorization (LOA) B040, Operations in Areas of Magnetic Unreliability, and for the South Polar Area of Operation, authorized in OpSpec/MSpec/part 125 LOA B050, Authorized Areas of En Route Operations, Limitations, and Provisions. This affects operators under 14 CFR parts 91 subpart K (part 91K), 121, 121/135, 125 (including part 125 Letter of Deviation Authority (LODA) holders), and 135. This notice also requires Safety Assurance offices to notify operators holding OpSpecs/MSpecs/part 125 LOAs B040 and B050 with affected areas of en route operations about the changes.

2. Audience. The primary audience for this notice is the Flight Standards (FS) Safety Assurance offices' principal inspectors (PI) and aviation safety inspectors (ASI) assigned to operators under parts 91K, 121, 121/135, 125, 125 (including part 125 LODA holders), and 135. The secondary audience includes the Safety Standards and Foundational Business 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 and the Dynamic Regulatory System (DRS) at <https://drs.faa.gov>. Operators and the public can find this notice on the Federal Aviation Administration's (FAA) website at https://www.faa.gov/regulations_policies/orders_notices and DRS.

4. Background.

a. B040, Operations in Areas of Magnetic Unreliability. FAA Order 8900.1, Volume 4, Chapter 1, Section 5, Safety Assurance System: Special Navigation Areas of Operation, notes that "magnetic compasses are highly unreliable and unusable in an area approximately 1,000 NM from each magnetic pole." Guidance for issuing OpSpec/MSpec/part 125 LOA B040 in Order 8900.1, Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorization and Limitations, however, omits mention of this, nor does the guidance mention Canadian Northern Domestic Airspace (NDA), where runways and navigation aids are referenced to True North, because "magnetic compasses are unreliable in the area." To better define AMUs, FS is now including Canadian NDA in its designation of the Northern AMU. FS

is also including the area within a 1,000 nautical mile (NM) radius from each magnetic pole in its designations of the Northern and the Southern AMUs. FS has added these designations to OpSpec/MSpec/part 125 LOA B040 inspector guidance in Order 8900.1, Volume 3, Chapter 18, Section 4. The table provided in paragraph 5 below also describes the change.

b. B050 South Polar Area Begins South of 60° (Instead of 67°S Latitude). Title 14 CFR part 121, § 121.7 provides definitions applicable to Extended Operations (ETOPS), including a definition of the South Polar area as that area south of 60° South latitude. However, OpSpec B050 has historically used 67° South to define the B050 South Polar area. To eliminate confusion, FS is aligning the B050 South Polar area with the definition in § 121.7. FS has added the new definition of the B050 South Polar Area to B050 inspector guidance in Order 8900.1, Volume 3, Chapter 18, Section 4. The table provided in paragraph 5 below also describes the change.

5. Guidance Change. FS has revised inspector guidance in Order 8900.1, Volume 3, Chapter 18, Section 4 affecting the B040 and B050 OpSpecs/MSpecs/part 125 LOAs as follows:

| OpSpec/MSpec/ Part 125 LOA | Change | Remarks |
|--|--|---|
| B040, Operations in Areas of Magnetic Unreliability | The FAA now designates the Northern and Southern AMUs as follows: <ul style="list-style-type: none"> • The Northern AMU is the area within 1,000 NM of the Northern Magnetic Pole, except for airspace over Alaska and its territorial waters. In addition, the FAA designates Canadian NDA as part of the Northern AMU. • The Southern AMU is the area within 1,000 NM of the Southern Magnetic Pole. | Previously, AMUs were not precisely designated. |
| B050, South Polar Area of Operation | <ul style="list-style-type: none"> • The boundary of the B050 South Polar Area of Operation is changed. It now begins south of 60° South latitude. • The area of operation name has changed from “Polar Areas – The South Polar Area <u>67</u> degrees South Latitude to the South Pole inclusive” to “Polar Areas – The South Polar Area <u>60</u> degrees South Latitude to the South Pole inclusive”. | Previously, the South Polar Area of Operation began south of 67° South latitude. This also affects the three (3) areas abutting the South Polar Area, which all now end at 60° South latitude: <ul style="list-style-type: none"> • Central and South Pacific Ocean, • South Atlantic Ocean, and • Indian Ocean. |

6. Web-Based Operations Safety System (WebOPSS) Impact. FS has updated the WebOPSS “Maintain Operator Data” interface for “Authorized Areas” changing the South Polar Area name to now say “60 degrees South Latitude to the South Pole inclusive.” WebOPSS automatically adopts the changes on reissuances. FS has also updated the Authorized Areas Map PDF file available in WebOPSS Guidance documents for B050. There are no template revisions associated with these changes.

7. Action. Principal Operations Inspectors (POI) should complete the following actions within 24 months of the effective date of this notice, as applicable:

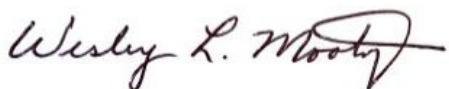
a. For Operators That Hold B040 and B050 With Affected Areas Authorized. ASIs for operators holding OpSpec/MSpec/part 125 LOA B040 and B050 with affected areas of operations should inform these operators of the changes, summarized in the table in paragraph 5 above.

b. For Operators That Hold B050 With South Polar Authorized. POIs for the 11 operators that hold B050 with the South Polar Area of Operation authorized should inform these operators of the boundary and name changes, and reissue B050, so the updated name for the South Polar area (see paragraphs 5 and 6 above) appears on their reissued OpSpec/MSpec/part 125 LOA B050.

c. For All Affected Operators. POIs should also advise affected operators to update international operations guidance, procedures, training materials, and/or manuals to avoid use of obsolete designations of areas of operation.

Note: Concurrent with this notice, FS issued Notice N 8900.673, New Name for B050 West Atlantic Route System (WATRS) Area of Operation, changing the B050 West Atlantic (WAT) name. Inspectors also need to reissue B050 should cross-reference the related notice so one WebOPSS reissuance could be used to address both notices, as applicable.

8. Disposition. We will incorporate this information into Order 8900.1 before this notice expires. Direct questions or comments concerning this notice to the Flight Technologies and Procedures Division (AFS-400) at 202-267-8790.



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