

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.738

National Policy

Effective Date:
5/27/25

Cancellation Date:
5/27/26

SUBJ: OpSpec/14 CFR Part 125 LOA B045, Extended Overwater Operations Using a Single Long-Range Communication System

1. Purpose of This Notice. This notice announces mandatory revisions to Operations Specification (OpSpec)/Title 14 of the Code of Federal Regulations (14 CFR) part 125 Letter of Authorization (LOA) B045, Extended Overwater Operations Using a Single Long-Range Communication System. It also announces changes to guidance affecting 14 CFR parts 121, 121/135, 125 (including part 125 Letter of Deviation Authority (LODA) holders), and 135 operators. This notice also requires Safety Assurance offices to notify affected operators holding OpSpec/14 CFR part 125 LOA B045 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 14 CFR parts 121, 121/135, 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. Regulations on communications equipment for extended overwater operations allow the Administrator to authorize use of a single long-range communication system (LRCS) in "certain geographic areas" for certificated operators.¹ Notice N 8900.498, Revision to FAA Order 8900.1, Volume 4, Chapter 1, Section 6, General Communication Concepts, Policies, and Guidance—Overwater Operations, dated December 19, 2018, announced new guidance in FAA Order 8900.1, Volume 4, Chapter 1, Section 6 and provided clarifications on 14 CFR § 91.511 and that the need for an LRCS is only in extended overwater areas outside very high frequency (VHF) voice coverage. In addition, guidance in the Aeronautical Information Publication (AIP) now establishes Satellite Voice (SATVOICE) requirements and adopts the "New York Radio" call sign (formerly it was "ARINC"). Finally, a 2023 legal interpretation of 14 CFR § 121.99

¹ Title 14 CFR §§ 121.351(c), 125.203(f), 135.165(g), and 194.306(y).

clarified Extended Operations (ETOPS) voice communications requirements, which affects OpSpec/14 CFR part 125 LOA B045.

5. Revisions.

a. Template Revisions for 14 CFR Parts 121, 121/135, 125 (Including Part 125 LODA Holders), and 135. FS has revised OpSpec/14 CFR part 125 LOA templates, making the following changes:

(1) The “certain geographic area” where use of a single LRCS is authorized has been aligned with the area established for 14 CFR part 91 subpart F for use of a single long-range navigation system (LRNS), per 14 CFR § 91.511(f) or § 194.302(hh), as applicable. A similar alignment is planned for a revision to OpSpec/14 CFR part 125 LOA B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), as part of a larger harmonization effort.

(2) Title 14 CFR Part 121 OpSpec B045 now does not authorize single LRCS operations in ETOPS Areas of Operation.

(3) References to the Gulf of Mexico “Special Provisions Area” are removed; VHF transmitters on oil platforms provide coverage in most areas of the Gulf of America.

(4) SATVOICE guidance is aligned with the AIP.

b. FAA Order 8900.1. FS has revised inspector guidance in Order 8900.1, Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorization and Limitations, affecting OpSpec/14 CFR part 125 LOA B045.

6. Guidance. Appendices to this notice show the revised templates. This notice contains the following:

Appendix	Authorizing Document	Paragraph	Applicable to 14 CFR Part
A	OpSpec	B045	121
B	OpSpec	B045	121/135
C	OpSpec	B045	125
D	LOA	B045	125 LODA holder
E	OpSpec	B045	135

7. Action. Inspector actions are as follows:

a. Template Revisions. This is a mandatory revision to the B045 template. Inspectors are to complete reissuances and archiving within 1 year of the effective date of this notice, as applicable.

b. Update Manuals. POIs should also advise affected operators to update international operations guidance, procedures, and/or manuals to avoid use of obsolete terms (e.g., “ARINC”) and/or obsolete boundaries of the area designated in OpSpec/14 CFR part 125 LOA B045.

8. Disposition. We are issuing this notice concurrently with corresponding revisions to Order 8900.1. Relevant inspector guidance can thus now be found in Order 8900.1, Volume 3, Chapter 18, Section 4. Direct questions or comments concerning the information in this notice to the Flight Technologies and Procedures Division (AFS-400) at 202-267-8790, or to the Air Transportation Division (AFS-200) at 202-267-8166.

A handwritten signature in blue ink, appearing to read 'R. Reckert', with a stylized flourish extending to the right.

Robert Reckert for
Lawrence Fields
Executive Director, Flight Standards Service

Appendix A. Sample OpSpec B045, Extended Overwater Operations Using a Single Long-Range Communication System: 14 CFR Part 121

a. In accordance with 14 CFR Part 121, § 121.351(c) and the limitations and provisions of this operations specification, the certificate holder is authorized to conduct extended overwater operations beyond the range of very high frequency (VHF) communications with air traffic control (ATC) using a single long-range communication system (LRCS) listed in Table 1 below.

Table 1 – Authorized Aircraft and Equipment

Aircraft Type (M/M/S)	Manufacturer/Model of Voice Long-Range Communication System (LRCS)	Type of Voice LRCS
		[Dropdown List]

b. This authorization is limited to those areas of en route operation as defined in subparagraph d(4) below. Additionally, this operations specification must be referenced in paragraph B050 of these operations specifications.

c. This authorization is limited to areas that are not within an Extended Operations (ETOPS) Area of Operation, as defined in § 121.7.

d. Limitations and Provisions.

(1) The LRCS used must be either a high frequency (HF) radio or a Satellite Voice (SATVOICE) system installed in accordance with published airworthiness criteria for SATVOICE equipment supporting Air Traffic Service (ATS) communication. Portable SATVOICE systems are not authorized.

(2) Operations under this authorization require at least one fully functional LRCS. Use of the LRCS must be in accordance with the certificate holder's approved minimum equipment list (MEL).

(3) In the ATC flight plan, the certificate holder must include the appropriate capability indicator(s) for operative LRCS, i.e.:

(a) "H" in item 10A, for HF radio; and/or

(b) "M1" or "M3," as applicable, in item 10A and the hexadecimal code assigned to the aircraft (e.g., CODE/A9BR8X) in item 18, for SATVOICE.

(4) The area of operation permitted is defined as all overwater areas bounded by a line which extends:

- From 44° 47' N/67° W.
- To 39° N/67° W.

- To 38° 30' N/60° W.
- Then south along the 60° W longitude line to the point where the line intersects with the northern coast of South America, then along the coast back to the point of origin.

(5) Prior to entering areas where an LRCS is required, the flightcrew must perform a functional check of the LRCS.

(6) If the LRCS being used is an HF radio with no other LRCS operable and installed, the certificate holder must monitor the mechanical reliability of the HF communication system. If within the preceding 30 days, the operative HF radio has been deferred via the MEL more than twice, the operator is restricted from operating that aircraft in areas defined in subparagraph d(4) above requiring an HF radio, except one flight to return it to an area that does not require an HF radio.

(7) If the LRCS being used is a SATVOICE system with communication services provided by New York Radio limited to SATVOICE only “when unable to communicate on HF,” the certificate holder must only use SATVOICE if there are poor HF propagation conditions or if there is an inflight HF radio failure. A one-time return flight through the New York oceanic control area (OCA) to obtain maintenance on the HF radio is authorized under these circumstances as well. In addition, the certificate holder must comply with the following provisions:

(a) Successfully complete a SATVOICE Callback check with New York Radio on initial contact;

Note: This can be combined with the functional check described in subparagraph d(5) above, as desired.

(b) Conduct normal and routine SATVOICE communication with New York Radio;

(c) Limit direct SATVOICE communication with the controller to distress or urgency situations, or when other means are not available; and

(d) Verify the priority of the call and act only on ATC clearances/instructions from SATVOICE calls with priority level 2/HGH, and if in doubt, terminate the call and initiate a new call for confirmation.

e. Training. With the exception of flightcrew members operating under the supervision of a check pilot, flightcrew members, aircraft dispatchers, and operational control personnel must have completed the applicable portions of the certificate holder’s approved training on the requirements pertinent to exercising the authority provided by this operations specification.

Appendix B. Sample OpSpec B045, Extended Overwater Operations Using a Single Long-Range Communication System: 14 CFR Part 121/135

a. In accordance with 14 CFR Part 121, § 121.351(c); Part 135, § 135.165(g); or Part 194, § 194.306(y), as applicable, and the limitations and provisions of this operations specification, the certificate holder is authorized to conduct extended overwater operations beyond the range of very high frequency (VHF) communications with air traffic control (ATC) using a single long-range communication system (LRCS) listed in Table 1 below.

Table 1 – Authorized Aircraft and Equipment

Aircraft Type (M/M/S)	Manufacturer/Model of Voice Long-Range Communication System (LRCS)	Type of Voice LRCS
		[Dropdown List]

b. This authorization is limited to those areas of en route operation as defined in subparagraph d(4) below. Additionally, this operations specification must be referenced in paragraph B050 of these operations specifications.

c. When operating aircraft under Part 121, this authorization is limited to areas that are not within an Extended Operations (ETOPS) Area of Operation, as defined in § 121.7.

d. Limitations and Provisions.

(1) The LRCS used must be either a high frequency (HF) radio or a Satellite Voice (SATVOICE) system installed in accordance with published airworthiness criteria for SATVOICE equipment supporting Air Traffic Service (ATS) communication. Portable SATVOICE systems are not authorized.

(2) Operations under this authorization require at least one fully functional LRCS. Use of the LRCS must be in accordance with the certificate holder's approved minimum equipment list (MEL).

(3) In the ATC flight plan, the certificate holder must include the appropriate capability indicator(s) for operative LRCS, i.e.:

(a) "H" in item 10A, for HF radio; and/or

(b) "M1" or "M3," as applicable, in item 10A and the hexadecimal code assigned to the aircraft (e.g., CODE/A9BR8X) in item 18, for SATVOICE.

(4) The area of operation permitted is defined as all overwater areas bounded by a line which extends:

- From 44° 47' N/67° W.
- To 39° N/67° W.

- To 38° 30' N/60° W.
- Then south along the 60° W longitude line to the point where the line intersects with the northern coast of South America, then along the coast back to the point of origin.

(5) Prior to entering areas where an LRCS is required, the flightcrew must perform a functional check of the LRCS.

(6) If the LRCS being used is an HF radio with no other LRCS operable and installed, the certificate holder must monitor the mechanical reliability of the HF communication system. If within the preceding 30 days, the operative HF radio has been deferred via the MEL more than twice, the operator is restricted from operating that aircraft in areas defined in subparagraph d(4) above requiring an HF radio, except one flight to return it to an area that does not require an HF radio.

(7) If the LRCS being used is a SATVOICE system with communication services provided by New York Radio limited to SATVOICE only “when unable to communicate on HF,” the certificate holder must only use SATVOICE if there are poor HF propagation conditions or if there is an inflight HF radio failure. A one-time return flight through the New York oceanic control area (OCA) to obtain maintenance on the HF radio is authorized under these circumstances as well. In addition, the certificate holder must comply with the following provisions:

(a) Successfully complete a SATVOICE Callback check with New York Radio on initial contact;

Note: This can be combined with the functional check described in subparagraph d(5) above, as desired.

(b) Conduct normal and routine SATVOICE communication with New York Radio;

(c) Limit direct SATVOICE communication with the controller to distress or urgency situations, or when other means are not available; and

(d) Verify the priority of the call and act only on ATC clearances/instructions from SATVOICE calls with priority level 2/HGH, and if in doubt, terminate the call and initiate a new call for confirmation.

e. Training. With the exception of flightcrew members operating under the supervision of a check pilot, flightcrew members, aircraft dispatchers, and operational control personnel must have completed the applicable portions of the certificate holder’s approved training on the requirements pertinent to exercising the authority provided by this operations specification.

Appendix C. Sample OpSpec B045, Extended Overwater Operations Using a Single Long-Range Communication System: 14 CFR Part 125

a. In accordance with 14 CFR Part 125, § 125.203(f) and the limitations and provisions of this operations specification, the certificate holder is authorized to conduct extended overwater operations beyond the range of very high frequency (VHF) communications with air traffic control (ATC) using a single long-range communication system (LRCS) listed in Table 1 below.

Table 1 – Authorized Aircraft and Equipment

Aircraft Type (M/M/S)	Manufacturer/Model of Voice Long-Range Communication System (LRCS)	Type of Voice LRCS
		[Dropdown List]

b. This authorization is limited to those areas of en route operation as defined in subparagraph c(4) below. Additionally, this operations specification must be referenced in paragraph B050 of these operations specifications.

c. Limitations and Provisions.

(1) The LRCS used must be either a high frequency (HF) radio or a Satellite Voice (SATVOICE) system installed in accordance with published airworthiness criteria for SATVOICE equipment supporting Air Traffic Service (ATS) communication. Portable SATVOICE systems are not authorized.

(2) Operations under this authorization require at least one fully functional LRCS. Use of the LRCS must be in accordance with the certificate holder's approved minimum equipment list (MEL).

(3) In the ATC flight plan, the certificate holder must include the appropriate capability indicator(s) for operative LRCS, i.e.:

(a) "H" in item 10A, for HF radio; and/or

(b) "M1" or "M3," as applicable, in item 10A and the hexadecimal code assigned to the aircraft (e.g., CODE/A9BR8X) in item 18, for SATVOICE.

(4) The area of operation permitted is defined as all overwater areas bounded by a line which extends:

- From 44° 47' N/67° W.
- To 39° N/67° W.
- To 38° 30' N/60° W.
- Then south along the 60° W longitude line to the point where the line intersects with the northern coast of South America, then along the coast back to the point of origin.

(5) Prior to entering areas where an LRCS is required, the flightcrew must perform a functional check of the LRCS.

(6) If the LRCS being used is an HF radio with no other LRCS operable and installed, the certificate holder must monitor the mechanical reliability of the HF communication system. If within the preceding 30 days, the operative HF radio has been deferred via the MEL more than twice, the operator is restricted from operating that aircraft in areas defined in subparagraph c(4) above requiring an HF radio, except one flight to return it to an area that does not require an HF radio.

(7) If the LRCS being used is a SATVOICE system with communication services provided by New York Radio limited to SATVOICE only “when unable to communicate on HF,” the certificate holder must only use SATVOICE if there are poor HF propagation conditions or if there is an inflight HF radio failure. A one-time return flight through the New York oceanic control area (OCA) to obtain maintenance on the HF radio is authorized under these circumstances as well. In addition, the certificate holder must comply with the following provisions:

(a) Successfully complete a SATVOICE Callback check with New York Radio on initial contact;

Note: This can be combined with the functional check described in subparagraph c(5) above, as desired.

(b) Conduct normal and routine SATVOICE communication with New York Radio;

(c) Limit direct SATVOICE communication with the controller to distress or urgency situations, or when other means are not available; and

(d) Verify the priority of the call and act only on ATC clearances/instructions from SATVOICE calls with priority level 2/HGH, and if in doubt, terminate the call and initiate a new call for confirmation.

d. Training. With the exception of flightcrew members operating under the supervision of a check pilot, flightcrew members, aircraft dispatchers, and operational control personnel must have completed the applicable portions of the certificate holder’s approved training on the requirements pertinent to exercising the authority provided by this operations specification.

Appendix D. Sample LOA B045, Extended Overwater Operations Using a Single Long-Range Communication System: 14 CFR Part 125 (A125 LODA Holder)

1. The operator/company authorized to conduct operations in accordance with the Letter of Deviation Authority (LODA A125) is authorized to conduct extended overwater operations beyond the range of very high frequency (VHF) communications with air traffic control (ATC) using a single long-range communication system (LRCS) listed in Table 1 below, in accordance with 14 CFR Part 125, § 125.203(f) and the limitations and provisions of this Letter of Authorization (LOA).

Table 1 – Authorized Aircraft and Equipment

Aircraft Type (M/M/S)	Manufacturer/Model of Voice Long-Range Communication System (LRCS)	Type of Voice LRCS
		[Dropdown List]

2. This authorization is limited to those areas of en route operation as defined in subparagraph 3(d) below. Additionally, this LOA must be referenced in LOA B050 of these authorizations.

3. Limitations and Provisions.

(a) The LRCS used must be either a high frequency (HF) radio or a Satellite Voice (SATVOICE) system installed in accordance with published airworthiness criteria for SATVOICE equipment supporting Air Traffic Service (ATS) communication. Portable SATVOICE systems are not authorized.

(b) Operations under this authorization require at least one fully functional LRCS. Use of the LRCS must be in accordance with the operator's approved minimum equipment list (MEL).

(c) In the ATC flight plan, the operator must include the appropriate capability indicator(s) for operative LRCS, i.e.:

(1) "H" in item 10A, for HF radio; and/or

(2) "M1" or "M3," as applicable, in item 10A and the hexadecimal code assigned to the aircraft (e.g., CODE/A9BR8X) in item 18, for SATVOICE.

(d) The area of operation permitted is defined as all overwater areas bounded by a line which extends:

- From 44° 47' N/67° W.
- To 39° N/67° W.
- To 38° 30' N/60° W.
- Then south along the 60° W longitude line to the point where the line intersects with the northern coast of South America, then along the coast back to the point of origin.

(e) Prior to entering areas where an LRCS is required, the flightcrew must perform a functional check of the LRCS.

(f) If the LRCS being used is an HF radio with no other LRCS operable and installed, the operator must monitor the mechanical reliability of the HF communication system. If within the preceding 30 days, the operative HF radio has been deferred via the MEL more than twice, the operator is restricted from operating that aircraft in areas defined in subparagraph 3(d) above requiring an HF radio, except one flight to return it to an area that does not require an HF radio.

(g) If the LRCS being used is a SATVOICE system with communication services provided by New York Radio limited to SATVOICE only “when unable to communicate on HF,” the operator must only use SATVOICE if there are poor HF propagation conditions or if there is an inflight HF radio failure. A one-time return flight through the New York oceanic control area (OCA) to obtain maintenance on the HF radio is authorized under these circumstances as well. In addition, the operator must comply with the following provisions:

(1) Successfully complete a SATVOICE Callback check with New York Radio on initial contact;

Note: This can be combined with the functional check described in subparagraph 3(e) above, as desired.

(2) Conduct normal and routine SATVOICE communication with New York Radio;

(3) Limit direct SATVOICE communication with the controller to distress or urgency situations, or when other means are not available; and

(4) Verify the priority of the call and act only on ATC clearances/instructions from SATVOICE calls with priority level 2/HGH, and if in doubt, terminate the call and initiate a new call for confirmation.

4. Training. With the exception of flightcrew members operating under the supervision of a check pilot, flightcrew members and operational control personnel must have completed the applicable portions of the operator’s approved training on the requirements pertinent to exercising the authority provided by this LOA.

Appendix E. Sample OpSpec B045, Extended Overwater Operations Using a Single Long-Range Communication System: 14 CFR Part 135

a. In accordance with 14 CFR Part 135, § 135.165(g) or Part 194, § 194.306(y), as applicable, and the limitations and provisions of this operations specification, the certificate holder is authorized to conduct extended overwater operations beyond the range of very high frequency (VHF) communications with air traffic control (ATC) using a single long-range communication system (LRCS) listed in Table 1 below.

Table 1 – Authorized Aircraft and Equipment

Aircraft Type (M/M/S)	Manufacturer/Model of Voice Long-Range Communication System (LRCS)	Type of Voice LRCS
		[Dropdown List]

b. This authorization is limited to those areas of en route operation as defined in subparagraph c(4) below. Additionally, this operations specification must be referenced in paragraph B050 of these operations specifications.

c. Limitations and Provisions.

(1) The LRCS used must be either a high frequency (HF) radio or a Satellite Voice (SATVOICE) system installed in accordance with published airworthiness criteria for SATVOICE equipment supporting Air Traffic Service (ATS) communication. Portable SATVOICE systems are not authorized.

(2) Operations under this authorization require at least one fully functional LRCS. Use of the LRCS must be in accordance with the certificate holder's approved minimum equipment list (MEL).

(3) In the ATC flight plan, the certificate holder must include the appropriate capability indicator(s) for operative LRCS, i.e.:

(a) "H" in item 10A, for HF radio; and/or

(b) "M1" or "M3," as applicable, in item 10A and the hexadecimal code assigned to the aircraft (e.g., CODE/A9BR8X) in item 18, for SATVOICE.

(4) The area of operation permitted is defined as all overwater areas bounded by a line which extends:

- From 44° 47' N/67° W.
- To 39° N/67° W.
- To 38° 30' N/60° W.
- Then south along the 60° W longitude line to the point where the line intersects with the northern coast of South America, then along the coast back to the point of origin.

(5) Prior to entering areas where an LRCS is required, the flightcrew must perform a functional check of the LRCS.

(6) If the LRCS being used is an HF radio with no other LRCS operable and installed, the certificate holder must monitor the mechanical reliability of the HF communication system. If within the preceding 30 days, the operative HF radio has been deferred via the MEL more than twice, the operator is restricted from operating that aircraft in areas defined in subparagraph c(4) above requiring an HF radio, except one flight to return it to an area that does not require an HF radio.

(7) If the LRCS being used is a SATVOICE system with communication services provided by New York Radio limited to SATVOICE only “when unable to communicate on HF,” the certificate holder must only use SATVOICE if there are poor HF propagation conditions or if there is an inflight HF radio failure. A one-time return flight through the New York oceanic control area (OCA) to obtain maintenance on the HF radio is authorized under these circumstances as well. In addition, the certificate holder must comply with the following provisions:

(a) Successfully complete a SATVOICE Callback check with New York Radio on initial contact;

Note: This can be combined with the functional check described in subparagraph c(5) above, as desired.

(b) Conduct normal and routine SATVOICE communication with New York Radio;

(c) Limit direct SATVOICE communication with the controller to distress or urgency situations, or when other means are not available; and

(d) Verify the priority of the call and act only on ATC clearances/instructions from SATVOICE calls with priority level 2/HGH, and if in doubt, terminate the call and initiate a new call for confirmation.

d. Training. With the exception of flightcrew members operating under the supervision of a check pilot, flightcrew members, aircraft dispatchers, and operational control personnel must have completed the applicable portions of the certificate holder’s approved training on the requirements pertinent to exercising the authority provided by this operations specification.