

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.756

National Policy

Effective Date:
12/30/25

Cancellation Date:
12/30/26

SUBJ: Revised 14 CFR Part 91 Letters of Authorization (LOA) B030, B036, and B039, Decommissioned LOA B054

1. Purpose of This Notice. This notice announces revisions to guidance and Title 14 of the Code of Federal Regulations (14 CFR) part 91 Letters of Authorization (LOA) B036 and B039 (titles are provided in Table 1 below). This notice also introduces the part 91 LOA B030 and announces the decommissioning of part 91 LOA B054 (titles are provided in Table 1 below). The revisions announced in this notice affect operators under part 91. This notice also requires Safety Assurance offices to notify affected operators issued LOAs B036, B039, and B054 about the changes. This notice contains information that is administrative in nature.

Table 1. Part 91 LOAs Revised/Decommissioned by This Notice

Part 91 LOA	Title
New/Revised:	
B030	IFR Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations (Note: This optional authorization is new for part 91.)
B036	Oceanic Required Navigation Performance (RNP) Operations (Note: Title is changed.)
B039	Operations in North Atlantic High Level Airspace (NAT HLA)
Decommissioned:	
B054	Oceanic RNP 10 Operations Using a Single Long-Range Navigation System

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 part 91. The secondary audience includes the Safety Standards and Foundational Business offices. This notice is available to the public for information purposes only. Its content is not legally binding on the public in its own right and will not be relied upon by the Department as a separate basis for affirmative enforcement action or other administrative penalty. Public

conformity with the guidance document is voluntary only; nonconformity will not affect rights and obligations under existing statutes and regulations.

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. B030. Revised remote continental authorizations are the product of a navigation policy review spawned by the Don Young Alaska Aviation Safety Initiative (DYAASI). The new B030 authorization, now also available (but not required) for part 91 operators, relies on guidance on “proceeding safely” and dead reckoning published in April 2025 in Advisory Circular (AC) 91-70D, Oceanic and Remote Continental Airspace Operations.

b. B036. The new oceanic B036 authorization now incorporates a single long-range navigation system (LRNS) authorization, assuming a role the B054 authorization previously fulfilled. The new B036 authorization was the product of streamlining recommendations along with an effort to simplify how a part 91 Responsible Person is designated, as discussed in Notice N 8900.709, Revised Part 91 LOA A001 Template Affecting the “Responsible Person,” issued on August 14, 2024. Also, the 2019 General Aviation (GA) International Authorizations and Tabletop Exercises (GIATE) Working Group (WG) recommended development of the new “Risk Assessment Worksheet” now added to inspector guidance to determine whether to conduct a “tabletop” evaluation for a part 91 B036 application.

c. B039. The March 2025 removal of the “Blue Spruce” routes, with updates to the corresponding navigation capability requirements in the North Atlantic (NAT), rendered single LRNS authorizations in the current B039 templates out of date. Updated B039 templates authorize such operations in the newly created “Iceland-Greenland Corridor.”

d. Related Notice. FS issued the following related notice concurrently with this notice: N 8900.757, Revised B030, B036, and B039 Authorizations, Decommissioned B054 Authorization for 14 CFR Parts 91K, 121, 121/135, 125, and 135.

5. Template Revisions for Part 91. FS has revised part 91 LOA templates, including new titles. The following table presents these titles:

Part 91 LOA	Title	Remarks
B030	IFR Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations	The new part 91 LOA is not required to conduct such operations but is available to document FAA recognition of an operator's remote continental training and procedures.
B036	Oceanic Required Navigation Performance (RNP) Operations (Note: Title is changed.)	<ul style="list-style-type: none"> • Is a nonmandatory template revision. • Table 2 (listing the “Responsible Person”) has been removed, as this is now addressed in LOA A001, Issuance and Applicability. • Required for operators to indicate oceanic RNP on an air traffic control (ATC) flight plan and to operate in airspace where oceanic RNP is required. • Recommended (though not required) for part 91 oceanic flights. However, without a B036 authorization, operators must not indicate oceanic RNP on the ATC flight plan.
B039	Operations in North Atlantic High Level Airspace (NAT HLA)	<ul style="list-style-type: none"> • Is a nonmandatory template revision, except for operators authorized NAT HLA operations using a single long-range navigation system (LRNS), in which case the new template is mandatory. • Required for part 91 flights in NAT HLA.
B054	Oceanic RNP 10 Operations Using a Single Long-Range Navigation System	<ul style="list-style-type: none"> • Is decommissioned. • A single LRNS option is now available in the new LOA B036.

6. Revisions to Guidance Documents.

a. FAA Order 8900.1, Flight Standards Information Management System. 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 LOAs B030, B036, B039, and B054. FS has also added a new Risk Assessment Worksheet to B036 guidance (refer to Order 8900.1, Volume 3, Chapter 18, Section 4, Figure 3-321, Title 14 CFR Part 91 LOA B036 Risk Assessment Worksheet), which helps inspectors determine whether “tabletop” validation tests are required for a given part 91 B036 application.

b. AC 91-70, Oceanic and Remote Continental Airspace Operations. In addition, FS published a revised AC 91-70D in April 2025 to discuss regulatory aspects and provide training topics.

7. Authorization Templates. Appendices to this notice show the new/revised templates. This notice contains the following:

Appendix	Authorizing Document	Paragraph	Applicable to Part
A	LOA	B030	91
B	LOA	B036	91
C	LOA	B039	91

8. Action.

a. Issue New Authorizations. Inspectors should issue applicable new authorizations as follows:

(1) LOA B030. This is new for part 91, available but not required for part 91 operators to conduct the associated operations.

(2) LOA B036. This is a nonmandatory template revision to the LOA B036 template.

(3) LOA B039. This is a nonmandatory template revision to the LOA B039 template, except for single LRNS authorizations associated with the B054 authorization, in which case the revision is mandatory. Existing single LRNS authorizations in LOA B039 continue to be valid for 12 months after the date of this notice, with the “special” routes now pertaining to the “Iceland-Greenland Corridor.” Single LRNS authorizations within existing LOA B039s expire 12 months after the date of this notice. New single LRNS authorizations must then use the updated LOA B039 template.

b. Archive LOA B054. The LOA B054 template is being decommissioned. All issued LOA B054s are to be archived upon issuing the revised LOA B036, or within 12 months of the date of this notice, whichever occurs first. The current B054 templates will be available until 6 months after the effective date of this notice to allow short-term revisions in advance of using the revised B036 template. When issuing the revised B036, inspectors should deauthorize B054 in the operator’s LOA A004, Summary of Authorizations; reissue A004; and archive B054 at that time so that the operator does not have overlapping authorizations. Inspectors should archive any remaining issued B054s.

c. Reissue LOAs A001, Issuance and Applicability, and A004, Summary of Authorizations. The part 91 LOAs B030, B036, and B039 designate the person listed in Table 1 of LOA A001 (revision 02c or later, per N 8900.709) as the Responsible Person. When issuing LOAs B030, B036, and/or B039, the inspector should confirm the operator’s issued LOA A001 has the current Responsible Person information and, as applicable, reissue LOA A001 using the latest template revision. The operator’s A004 should also be reissued to deauthorize the B054 and reflect the new authorizing statement associated with the revised B036 template. See subparagraph 8b above for archiving steps for B054.

d. Advise Operators to Update Manuals. PIs should also advise affected operators to update international operations guidance, procedures, and/or manuals to avoid use of obsolete designations of LOAs.

9. 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 and comments concerning the information in this notice to the Flight Technologies and Procedures Division (AFS-400) at 9-AWA-AVS-AFS-400-Flight-Technologies-Procedures@faa.gov.



Timothy R. Adams for
Hugh Thomas
Acting Executive Director, Flight Standards Service

Appendix A. Sample LOA B030, IFR Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 91

1. The operator is authorized to conduct instrument flight rules (IFR) Remote Continental operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) operations, as indicated in Table 1 below, in accordance with the limitations and provisions of this Letter of Authorization (LOA).

Table 1 – Authorized IFR Remote Continental Operations and/or IFR Alaska Special MEA Operations

<input type="checkbox"/> IFR Remote Continental Operations
<input type="checkbox"/> IFR Alaska Special MEA Operations

2. If authorized **IFR Remote Continental Operations** in Table 1 above:
 - a. At least one Area Navigation (RNAV) system that qualifies as a long-range navigation system (LRNS), as defined in 14 CFR Part 1, § 1.1, must be installed and operational.
 - b. Any off-airway operations using a single LRNS that relies on a Global Positioning System (GPS) without Wide Area Augmentation System (WAAS) (i.e., that meets Technical Standard Order (TSO)-C129 or TSO-C196) must be under Air Traffic Service (ATS) surveillance.
3. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:
 - a. The operator is authorized to conduct IFR Alaska Special MEA Operations, with “Special MEA” defined as follows:

Special MEA	Special MEA refers to the minimum en route altitudes (MEA) using required navigation systems on published routes outside the Operational Service Volume of ground-based Navigational Aids (NAVAID) and are depicted on the published IFR Enroute Low Altitude Charts using the color blue and with the suffix “G.” For example, a GPS MEA of 4,000 feet mean sea level (MSL) would be depicted using the color blue as 4000G.
-------------	---
 - b. The operator is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.
 - c. The operator is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.
 - d. At least one RNAV system that meets TSO-C145a (or later) equipment Class 1, 2, or 3, and/or TSO-C146a (or later) equipment Class 1, 2, 3, or 4, must be installed and operational.
4. **Authorized Aircraft and Approved Navigation Systems.** The operator is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system(s)/LRNS(s) and quantity installed

must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) 2 and/or 3 above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

Aircraft M/M/S	Quantity of RNAV Systems	RNAV System(s) (Manufacturer Model)

5. Limitations and Provisions. The operator must conduct all operations authorized by this LOA in accordance with the following limitations and provisions:

- a. The capability must exist at any point along the planned route of flight to proceed safely to a suitable airport and complete an instrument approach if long-range navigation capability is lost.
- b. The approved navigation system(s) may only be used to navigate by using waypoints residing in the aircraft navigation system database.
- c. The operator must establish flightcrew procedures for degraded navigation capabilities and satellite system outages, to include proceeding safely using dead reckoning procedures.
- d. In areas where WAAS coverage is not available, the flightcrew is required to check GPS receiver autonomous integrity monitoring (RAIM) availability prior to conducting operations authorized by this LOA.
- e. In accordance with 14 CFR Part 91, §§ 91.103 and 91.703(a)(1) and (2) and International Civil Aviation Organization (ICAO) Annex 2, Rules of the Air, Paragraph 2.3.2, Pre-Flight Action, the pilot in command must become familiar with all available information concerning that flight. In addition, the flightcrew must be trained in accordance with the approved application submitted for this LOA.

6. Responsible Person. The Responsible Person for this authorization is listed in Table 1 of LOA A001 (revision 02c or later), Issuance and Applicability.

Appendix B. Sample LOA B036, Oceanic Required Navigation Performance (RNP) Operations: 14 CFR Part 91

1. The operator listed at the bottom of this document is authorized to conduct oceanic Required Navigation Performance (RNP) operations and to indicate oceanic RNP capability in the air traffic control (ATC) flight plan using the aircraft listed in Table 1 and/or Table 2 below, in accordance with the limitations and provisions of this Letter of Authorization (LOA).
2. Table 1. The operator is authorized to use the aircraft listed in Table 1 below for operations in designated RNP airspace when the required equipment is operational and maintained in accordance with the aircraft or equipment manufacturer's recommendations. Except as specified in subparagraph 4 of this LOA, all operations require aircraft equipage with at least two operable long-range navigation systems (LRNS), as defined in 14 CFR Part 1, § 1.1. Accordingly, Table 1 must list at least two LRNS.

Table 1 – Authorized Aircraft, Equipment Using Multiple LRNS

Aircraft M/M/S	Multiple Long-Range Navigation Systems (LRNS)					Navigation Specification(s)	RNP Time Limits (if not in AFM)
	Qty	Component/ Navigation Sensor	Manufacturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: <ul style="list-style-type: none">• 2• 3	Dropdown options: <ul style="list-style-type: none">• FMC/FMS• GPS• INS				Dropdown options: <ul style="list-style-type: none">• RNP 10• RNP 4/ RNP 10• RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

3. Navigation Specifications (NavSpecs). The operator is authorized to conduct operations using LRNS compliant with the NavSpecs listed in the Navigation Specification(s) column of Table 1 and/or Table 2, as applicable. The operator may only indicate oceanic RNP capability in the ATC flight plan if it is authorized in Table 1 or Table 2, as applicable.

4. Single LRNS. For operations using a single LRNS, as listed in Table 2 below, the following applies:

- a. In accordance with 14 CFR Part 91, § 91.511, flights in airplanes using only a single 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.
- b. If no aircraft are authorized in Table 2 below or "No Oceanic RNP (Single LRNS)" is listed in the Navigation Specification(s) column, operations compliant with § 91.511, if applicable, are nonetheless permitted.

Table 2 – Oceanic RNP Authorized Aircraft, Equipment Using a Single LRNS

Aircraft M/M/S	Single Long-Range Navigation System (LRNS)				Navigation Specification(s)	RNP Time Limits (if not in AFM)
	Component/ Navigation Sensor	Manu- facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • No Oceanic RNP (Single LRNS)	

5. **Flightcrew Training.** In accordance with §§ 91.103 and 91.703(a)(1) and (2) and International Civil Aviation Organization (ICAO) Annex 2, Rules of the Air, Paragraph 2.3.2, Pre-Flight Action, the pilot in command must become familiar with all available information concerning that flight. In addition, the flightcrew must be trained in accordance with the approved application submitted for this LOA.

6. **Limitations and Provisions.** The operator must conduct all oceanic RNP operations in accordance with the following limitations and provisions:

a. The aircraft must be continuously navigated in accordance with the most stringent oceanic RNP indicated on the ATC flight plan. The flightcrew must employ operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error. If RNP time limits apply, or if equipment failure affects the RNP capability of the aircraft, the operator must promptly notify ATC to update the RNP indication accordingly on the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the operator must have a statement from the manufacturer that the new software has no impact on RNP.

b. The operator must obtain a predeparture fault detection and exclusion (FDE) availability prediction for operations under an RNP 2 (oceanic/remote) NavSpec. FDE predictions are also required for operations under RNP 4 or RNP 10 NavSpec when the aircraft's LRNS do not include inertial systems as a source of navigation input. The maximum allowable continuous gaps in FDE coverage along the planned route and duration of the flight are as follows:

(1) For operations indicating RNP 2 (oceanic/remote) capability: 5 minutes.

(2) For operations indicating RNP 4 capability: 25 minutes.

(3) For operations indicating RNP 10 capability: 34 minutes.

c. The flightcrew must have ready access to the published procedures for in-flight contingencies for the airspace in which they are operating (e.g., the ICAO Special Procedures for In-Flight Contingencies in Oceanic Airspace). Flightcrew contingency procedures must also be in place and used in the event of degradation or loss of LRNS after departure.

d. The operator must retain, for a period of 3 months, the operational flight plan used by the flightcrew as the “master document” for the following oceanic flights:

- (1) Any flights where oceanic navigation or ATC clearance irregularities occurred (e.g., possible gross navigation error (GNE), altitude deviations, or safety events for which ATC advises a report will be filed).
- (2) All oceanic flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

7. Responsible Person. The Responsible Person for this authorization is listed in Table 1 of LOA A001 (revision 02c or later), Issuance and Applicability.

Appendix C. Sample LOA B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 91

1. The operator is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this Letter of Authorization (LOA) and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.
2. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Doc 7030) between flight level (FL) 285 and FL 420 within the 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.
3. Required Flightcrew Training. Prior to operations in NAT HLA, flightcrew members must have completed the operator's training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the operator on the general requirements for planning and operating flights in oceanic and remote airspace.
4. The operator must also hold LOA B036, Oceanic Required Navigation Performance (RNP) Operations, indicating authorization for RNP 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph 5 below.
5. In accordance with 14 CFR Part 91, § 91.511, flights in an airplane 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.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

- Operator is 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.

6. Responsible Person. The Responsible Person for this authorization is listed in Table 1 of LOA A001 (revision 02c or later), Issuance and Applicability.