NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

N 8900.757

National Policy

Effective Date:
12/30/25

Cancellation Date:
12/30/26

SUBJ: Revised B030, B036, and B039 Authorizations, Decommissioned B054 Authorization for 14 CFR Parts 91K, 121, 121/135, 125, and 135

1. Purpose of This Notice. This notice announces revisions to operations specifications (OpSpecs)/management specifications (MSpecs)/Letters of Authorization (LOA) B030, B036, and B039 (titles are provided in Table 1 below), and revisions to the associated inspector guidance. This notice also announces the decommissioning of OpSpec/MSpec/LOA B054 (title is provided in Table 1 below). The revisions announced in this notice affect operators under Title 14 of the Code of Federal Regulations (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 affected operators about the changes. This notice contains information that is administrative in nature.

Table 1. OpSpecs/MSpecs/Part 125 LOAs Revised/Decommissioned by This Notice

OpSpec/MSpec/ Part 125 LOA	Title
Revised:	
B030	IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations (Note: Title is changed.)
B036	Oceanic and High Remote Continental Operations (Note: Title is changed.)
B039	Operations in North Atlantic High Level Airspace (NAT HLA)
Decommissioned:	
B054	Oceanic and Remote Airspace Navigation 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 with authorizations listed in Table 1. 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. Advisory Circular (AC) 91-70D, Oceanic and Remote Continental Airspace Operations. On April 3, 2025, FS published AC 91-70D, which includes expanded guidance on "proceeding safely" and dead reckoning.

b. B030 Authorization. Revised remote continental authorizations are the product of a navigation policy review generated by the Don Young Alaska Aviation Safety Initiative (DYAASI). The new B030 authorization relies on expanded guidance on "proceeding safely" and dead reckoning published in AC 91-70D.

c. B036 Authorization. The new oceanic B036 authorization, which now incorporates single long-range navigation system (LRNS) authorization (with decommissioning of the B054 authorization), was the product of streamlining recommendations, and also of the DYAASI navigation policy review mentioned above.

d. B039 Authorization. The March 2025 removal of the "Blue Spruce" routes in the North Atlantic (NAT), together with the decommissioning of the B054 authorization announced in this notice, rendered single LRNS authorizations with B054 and Required Navigation Performance (RNP) 10 prerequisites in the current B039 templates out of date. Updated B039 templates authorize such operations in the newly created "Iceland-Greenland Corridor."

e. B050 Authorization. Given the removal of the "Blue Spruce" routes mentioned in subparagraph d above, FS has deactivated all B050 authorized areas that included those routes. FS has activated replacement areas that instead include the "Iceland-Greenland Corridor." This action is not considered a template revision, so the B050 revision numbers have not changed.

f. Related Notices. The following notices were issued concurrently with this notice and include relevant content:

(1) N 8900.756, Revised 14 CFR Part 91 Letters of Authorization (LOA) B030, B036, and B039, Decommissioned LOA B054. This notice announced revisions to 14 CFR part 91 B030, B036, and B039 LOAs, and the decommissioning of the part 91 B054 LOA. The part 91 B030, B036, and B039 LOAs have slightly different titles and/or purposes from those announced here.

(2) N 8900.758, New B033 Authorization, Revision to A002 Authorization, and Decommissioning of B031, B032, B034, and B035 Authorizations. This notice announced revisions to domestic en route authorizations. The notice published a new "One-Hour Reliable Fix (1HRF) Operations" term and definition in the A002, Definitions and Abbreviations, authorization. The B033 authorization is limited to 1HRF Operations. The notice affects B050 reference paragraphs.

(3) N 8900.759, Adopting the "Gulf of America" Name in B050. This notice announced revisions to B050 areas with the "Gulf of Mexico" name in them.

5. Template Revisions for Parts 91K, 121, 121/135, 125 (Including Part 125 LODA Holders), and 135. FS has revised OpSpec/MSpec/part 125 LOA templates, including new titles, as shown in the following table:

OpSpec/ MSpec/ Part 125 LOA	Title	Remarks
B030	IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations (Note: Title is changed)	• Previously, used only for Alaska to authorize instrument flight rules (IFR) navigation using Area Navigation (RNAV) systems and special MEA routes. • Now also authorizes low (below flight level (FL) 180) remote continental operations. • Part 125 LOA is new.
B036	Oceanic and High Remote Continental Operations (Note: Title is changed)	• Authorizes oceanic RNP Operations. • Authorizes High (at or above FL 180) Remote Continental Operations. • Incorporates an optional single LRNS authorization previously provided via B054 authorization, with minor changes to the "certain geographic area" defined by coordinates, now aligned with 14 CFR § 91.511(f). • In addition, the single LRNS authorization replaces the defunct "Blue Spruce Routes" with "Iceland-Greenland Corridor."
B039	Operations in North Atlantic High Level Airspace (NAT HLA)	• Authorizes NAT HLA operations, including using a single LRNS. • Aligns with new airspace name and requirements, replaces the defunct "Blue Spruce Routes" with "Iceland-Greenland Corridor."

OpSpec/ MSpec/ Part 125 LOA	Title	Remarks
B054	Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System	• Is decommissioned. • A single LRNS option is now available in the revised B036 authorization.

6. Revisions to 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 the B030, B036, B039, B041, B050, and B054 authorizations. The revision to B050 inspector guidance is to update reference paragraphs.

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

Appendix	Authorizing Document	Paragraph	Applicable to 14 CFR Part
A	MSpec	B030	91K
B	OpSpec	B030	121
C	OpSpec	B030	121/135
D	OpSpec	B030	125
E	LOA	B030	125 LODA holder
F	OpSpec	B030	135
G	MSpec	B036	91K
H	OpSpec	B036	121
I	OpSpec	B036	121/135
J	OpSpec	B036	125
K	LOA	B036	125 LODA holder
L	OpSpec	B036	135
M	MSpec	B039	91K
N	OpSpec	B039	121
O	OpSpec	B039	121/135
P	OpSpec	B039	125
Q	LOA	B039	125 LODA holder
R	OpSpec	B039	135

8. Action. Inspector actions are as follows:

a. Review Related Notices. Inspectors should review the related notices listed in subparagraph 4f above to determine whether their operators are affected. This review may be helpful in planning reissuance activities.

> **Note:** The notices listed in subparagraph 4f were released concurrently to allow inspectors to update the applicable B050 reference paragraphs and authorized areas, and perform one B050 reissuance instead of three. However, due to the large number of revisions, the Safety Assurance System (SAS) Operations Safety System (OPSS) will not have all new templates available until January 16, 2026. Inspectors are advised to wait until then to begin B050 reissuance actions.

b. Issue New Authorizations. This is a mandatory revision to the B030, B036, and B039 templates (exception: B030 is new for part 125 LODA holders). The B054 templates are being decommissioned. Inspectors should complete reissuances and archiving within 12 months of the effective date of this notice, as applicable. See subparagraph f below for decommissioning steps for B054.

c. Reissue A002, Definitions and Abbreviations, and A004, Summary of Special Authorizations and Limitations (as Required). When issuing the revised B030 or B036, inspectors must ensure that the version of A002 that includes the "1HRF" term is issued. B054 must be archived when issuing the revised B036. The operator's A004 should also be reissued to deauthorize the B054 and reflect the new authorizing statements associated with the revised B030, B036, and B039 templates.

d. Advise Operators with B039 for Single LRNS Authorizations. Inspectors should advise operators that existing single LRNS authorizations in B039 continue to be valid up to 12 months after the date of this notice, with the "special" routes now pertaining to the "Iceland-Greenland Corridor." New B039 templates align with the new airspace names and requirements published in International Civil Aviation Organization (ICAO) NAT Doc 007, North Atlantic Operations and Airspace Manual.

e. Update and Reissue B050. FS has updated the B050 authorized areas and reference paragraphs in inspector guidance and in the B050 dropdown menus in SAS OPSS. Inspectors should reissue B050 to remove any B054 reference paragraphs that are no longer needed, and/or add B030 or B036 reference paragraphs, as needed, and to replace any inactive areas (e.g., ones with "Blue Spruce Routes" in the name) with active areas.

f. Archive B054. The B054 templates are being decommissioned, All issued B054 authorizations are to be archived upon issuing the revised 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 A004, reissue A004, and archive B054 at that time so that the operator does not have overlapping authorizations. Inspectors should archive any remaining issued B054s.

g. 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 names/terms and/or designations of OpSpecs/MSpecs/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 MSpec B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 91K

a. The program manager is authorized to conduct instrument flight rules (IFR) Low (below flight level (FL) 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations, as indicated in Table 1 below, and in accordance with the limitations and provisions of this management specification.

Table 1 – Authorized IFR Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

b. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

(1) Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this management specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

(2) 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.

(3) 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.

c. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:

(1) The program manager is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

(2) The program manager is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.

(3) “Special MEA” is 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.

(4) Two RNAV systems that meet 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.

d. Authorized Aircraft and Approved Navigation Systems. The program manager is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The RNAV system(s)/LRNS(s) and quantity installed must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) b and/or c above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

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

e. Limitations and Provisions. The program manager must conduct all operations authorized by this management specification in accordance with the following limitations and provisions.

(1) 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.

(2) Before conducting any operations authorized by this management specification, flightcrew members must be qualified in accordance with the program manager's approved ground and flight training for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of that training program may conduct operations when under the supervision of a properly qualified check airman.

(3) The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

(4) The program manager must establish flight management, dispatcher (if applicable), and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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 management specification.

Appendix B. Sample OpSpec B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 121

a. The certificate holder is authorized to conduct instrument flight rules (IFR) Low (below flight level (FL) 180) 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 operations specification.

Table 1 – Authorized IFR Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

b. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

(1) Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

(2) 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.

(3) 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.

c. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:

(1) The certificate holder is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

(2) The certificate holder is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.

(3) “Special MEA” is 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.

(4) Two RNAV systems that meet 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.

d. Authorized Aircraft and Approved Navigation Systems. The certificate holder is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The RNAV system(s)/LRNS(s) and quantity installed must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) b and/or c above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

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

e. Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in accordance with the following limitations and provisions.

(1) 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.

(2) Before conducting any operations authorized by this operations specification, flightcrew members must be qualified in accordance with the certificate holder's approved ground and flight training for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of that training program may conduct operations when under the supervision of a properly qualified check airman.

(3) The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

(4) The certificate holder must establish operational control, dispatcher, and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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 operations specification.

Appendix C. Sample OpSpec B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct instrument flight rules (IFR) Low (below flight level (FL) 180) 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 operations specification.

Table 1 – Authorized IFR Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

b. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

(1) Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

(2) 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.

(3) 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.

c. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:

(1) The certificate holder is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

(2) The certificate holder is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.

(3) “Special MEA” is 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.

(4) Two RNAV systems that meet 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.

d. Authorized Aircraft and Approved Navigation Systems. The certificate holder is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The RNAV system(s)/LRNS(s) and quantity installed must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) b and/or c above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

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

e. Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in accordance with the following limitations and provisions.

(1) 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.

(2) Before conducting any operations authorized by this operations specification, flightcrew members must be qualified in accordance with the certificate holder's approved ground and flight training for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of that training program may conduct operations when under the supervision of a properly qualified check airman.

(3) The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

(4) The certificate holder must establish operational control, dispatcher (if applicable), and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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 operations specification.

Appendix D. Sample OpSpec B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 125

a. The certificate holder is authorized to conduct instrument flight rules (IFR) Low (below flight level (FL) 180) 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 operations specification.

Table 1 – Authorized IFR Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

b. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

(1) Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

(2) 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.

(3) 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.

c. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:

(1) The certificate holder is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

(2) The certificate holder is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.

(3) "Special MEA" is 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.

(4) Two RNAV systems that meet 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.

d. Authorized Aircraft and Approved Navigation Systems. The certificate holder is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The RNAV system(s)/LRNS(s) and quantity installed must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) b and/or c above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

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

e. Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in accordance with the following limitations and provisions.

(1) 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.

(2) Before conducting any operations authorized by this operations specification, flightcrew members must be qualified in accordance with the certificate holder's approved ground and flight training requirements for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of those training requirements may conduct operations when under the supervision of a properly qualified check airman.

(3) The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

(4) The certificate holder must establish operational control, dispatcher (if applicable), and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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 operations specification.

Appendix E. Sample LOA B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 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 instrument flight rules (IFR) Low (below flight level (FL) 180) 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 Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

2. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

a. Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this LOA, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

b. 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.

c. 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/company is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

b. The operator/company is authorized to conduct IFR en route operations at Special MEA over and near Alaska.

c. "Special MEA" is 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.

d. Two RNAV systems that meet 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/company is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The 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/company 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. Before conducting any operations authorized by this LOA, flightcrew members must be qualified in accordance with the operator's/company's approved ground and flight training requirements for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of those training requirements may conduct operations when under the supervision of a properly qualified check airman.

c. The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

d. The operator/company must establish operational control, dispatcher (if applicable), and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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.

Appendix F. Sample OpSpec B030, IFR Low Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations: 14 CFR Part 135

a. The certificate holder is authorized to conduct instrument flight rules (IFR) Low (below flight level (FL) 180) 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 operations specification.

Table 1 – Authorized IFR Low (Below FL 180) Remote Continental Operations and/or IFR Alaska Special Minimum En Route Altitude (MEA) Operations

☐ IFR Low (below FL 180) Remote Continental Operations
☐ IFR Alaska Special MEA Operations

b. If authorized **IFR Low (below FL 180) Remote Continental Operations** in Table 1 above:

(1) Unless issued paragraph B036, Remote Continental operations are limited to below FL 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not One-Hour Reliable Fix (1HRF) Operations.

(2) 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.

(3) 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.

c. If authorized **IFR Alaska Special MEA Operations** in Table 1 above:

(1) The certificate holder is authorized to conduct IFR en route RNAV operations in the State of Alaska and its airspace on published air traffic routes.

(2) The certificate holder is authorized to conduct IFR en route operations at Special MEAs over and near Alaska.

(3) “Special MEA” is 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.

(4) Two RNAV systems that meet 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.

d. Authorized Aircraft and Approved Navigation Systems. The certificate holder is authorized to conduct the IFR navigation operations indicated in Table 1 above using the aircraft and approved RNAV system listed in Table 2 below. The RNAV system(s)/LRNS(s) and quantity installed must meet the RNAV/LRNS requirements for each distinct operation authorized as stated in subparagraph(s) b and/or c above, as applicable.

Table 2 – Authorized Aircraft and Approved Navigation Systems

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

e. Limitations and Provisions. The certificate holder must conduct all operations authorized by this operations specification in accordance with the following limitations and provisions.

(1) 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.

(2) Before conducting any operations authorized by this operations specification, flightcrew members must be qualified in accordance with the certificate holder's approved ground and flight training for the systems and procedures being used. Exception: flightcrew that have satisfactorily completed the ground school portion of that training program may conduct operations when under the supervision of a properly qualified check airman.

(3) The approved navigation system(s) may only be used to navigate along routes defined by fixes residing in the aircraft navigation system database.

(4) The certificate holder must establish operational control, dispatcher (if applicable), and flightcrew procedures for degraded navigation capabilities and satellite system outages to include proceeding safely using dead reckoning procedures. Outside the United States or 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 operations specification.

Appendix G. Sample MSpec B036, Oceanic and High Remote Continental Operations: 14 CFR Part 91K

a. The program manager is authorized to conduct Oceanic and High Remote Continental Operations regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this paragraph is referenced in paragraph B050, Authorized Areas of En Route Operations, Limitations, and Provisions, of these management specifications. The program manager must conduct all operations in accordance with the limitations and provisions of this paragraph.

b. Navigation Specifications (NavSpecs). The program manager is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpec(s) listed in Table 1 and/or Table 2 below, as applicable. The program manager may only indicate oceanic Required Navigation Performance (RNP) capability in the air traffic control (ATC) flight plan if it is authorized in the Navigation Specification(s) column of Table 1 or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

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

(1) 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).

(2) 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, as applicable, are nonetheless permitted.

Table 2 – 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)	

d. Limitations and Provisions. The program manager must conduct all operations in accordance with the following limitations and provisions:

(1) Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this management specification, Remote Continental operations are those operations over land or over water 50 NM or less from the nearest shoreline, that are not 1HRF Operations.

(2) The program manager must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpecs authorized in Table 1 and/or Table 2 which is indicated in the ATC flight plan. If RNP time limits apply, or if equipment failure affects RNP, the program manager must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the program manager must have a statement from the manufacturer that the new software has no impact to RNP.

(3) 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 International Civil Aviation Organization (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.

(4) The program manager 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:

(a) 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).

(b) All flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

(5) The program manager 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 10 NavSpecs 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:

(a) For operations requiring RNP 2 (oceanic/remote): 5 minutes.

(b) For operations requiring RNP 4: 25 minutes.

(c) For operations requiring RNP 10: 34 minutes.

(6) Except when navigation is being performed under the supervision of a check pilot properly qualified for Oceanic and High Remote Continental Operations, the flightcrew must be qualified on the system(s) being used in accordance with the program manager's approved training program. The flightcrew performing under the supervision of a check pilot must have satisfactorily completed the ground school portion of that training program.

e. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this management specification, flightcrew members and operational control personnel must have completed the program manager's training on the requirements pertinent to planning and operating flights authorized by this management specification. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

Appendix H. Sample OpSpec B036, Oceanic and High Remote Continental Operations: 14 CFR Part 121

a. The certificate holder is authorized to conduct Oceanic and High Remote Continental Operations, regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this paragraph is referenced in paragraph B050, Authorized Areas of En Route Operations, Limitations, and Provisions, of these operations specifications. The certificate holder must conduct all operations in accordance with the limitations and provisions of this paragraph.

b. Navigation Specifications (NavSpec). The certificate holder is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpec(s) listed in Table 1 and/or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

Table 2 – 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)	

c. Limitations and Provisions. The certificate holder must conduct all operations in accordance with the following limitations and provisions:

(1) Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not 1HRF Operations.

(2) The certificate holder must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpec authorized in Table 1 and/or Table 2 which is indicated in the air traffic control (ATC) flight plan. If Required Navigation Performance (RNP) time limits apply, or if equipment failure affects RNP, the certificate holder must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the certificate holder must have a statement from the manufacturer that the new software has no impact to RNP.

(3) 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 International Civil Aviation Organization (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.

(4) The certificate holder 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:

(a) 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).

(b) All flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

(5) The certificate holder 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 10 NavSpecs 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:

(a) For operations requiring RNP 2 (oceanic/remote): 5 minutes.

(b) For operations requiring RNP 4: 25 minutes.

(c) For operations requiring RNP 10: 34 minutes.

(6) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and High Remote Continental operations, the flightcrew must be qualified on the system(s) being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

d. Flightcrew, Aircraft Dispatcher, and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members, aircraft dispatchers, and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights authorized by this operations specification. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

[Context help language:

- *To authorize operations using multiple LRNS without minimum equipment list (MEL) relief to operate using a single LRNS in "certain geographic areas," complete Table 1, and leave Table 2 blank. Do not select optional subparagraph e below.*
- *To authorize operations using multiple LRNS with MEL relief to operate using a single LRNS in "certain geographic areas," complete Tables 1 and 2, and select optional subparagraph e.*
- *To authorize operations using only a single LRNS to operate in "certain geographic areas," complete Table 2 (leave Table 1 blank) and select optional subparagraph e.]*

[Context help language:

If applicable, select the following subparagraph for optional authorization to conduct extended overwater operations using a single LRNS.]

e. In accordance with 14 CFR Part 121, § 121.351 and the provisions and limitations of this operations specification, the certificate holder is authorized to conduct extended overwater operations using a single LRNS. For aircraft normally equipped with more than one LRNS, the certificate holder must follow approved minimum equipment list (MEL) procedures to operate with any inoperative LRNS. Single LRNS extended overwater operations are limited to the "certain geographic areas" listed below:

(1) 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; and
- 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.

(2) The Iceland-Greenland Corridor in the North Atlantic (NAT), where aircraft are being provided with Air Traffic Service (ATS) surveillance and where direct controller-pilot very high frequency (VHF) voice communication is maintained, as published in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Operations Specification B039, Operations in North Atlantic High Level Airspace (NAT HLA), is also required for operations in this corridor between FLs 285 and 420.

Appendix I. Sample OpSpec B036, Oceanic and High Remote Continental Operations: 14 CFR Part 121/135

a. The certificate holder is authorized to conduct Oceanic and High Remote Continental Operations regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this paragraph is referenced in paragraph B050, Authorized Areas of En Route Operations, Limitations, and Provisions, of these operations specifications. The certificate holder must conduct all Oceanic and High Remote Continental operations in accordance with the limitations and provisions of this paragraph.

b. Navigation Specifications (NavSpec). The certificate holder is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpecs(s) listed in Table 1 and/or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

Table 2 – 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)	

c. Limitations and Provisions. The certificate holder must conduct all operations in accordance with the following limitations and provisions:

(1) Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not 1HRF Operations.

(2) The certificate holder must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpec authorized in Table 1 and/or Table 2 which is indicated in the air traffic control (ATC) flight plan. If Required Navigation Performance (RNP) time limits apply, or if equipment failure affects RNP, the certificate holder must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the certificate holder must have a statement from the manufacturer that the new software has no impact to RNP.

(3) 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 International Civil Aviation Organization (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.

(4) The certificate holder 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:

(a) 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).

(b) All flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

(5) The certificate holder 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 10 NavSpecs 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:

(a) For operations requiring RNP 2 (oceanic/remote): 5 minutes.

(b) For operations requiring RNP 4: 25 minutes.

(c) For operations requiring RNP 10: 34 minutes.

(6) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and High Remote Continental operations, the flightcrew must be qualified on the system(s) being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

d. Flightcrew, Aircraft Dispatcher, and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members, aircraft dispatchers, as applicable, and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights authorized by this operations specification. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

[Context help language:

- *To authorize operations using multiple LRNS without minimum equipment list (MEL) relief to operate using a single LRNS in "certain geographic areas," complete Table 1, and leave Table 2 blank. Do not select optional subparagraph e below.*
- *To authorize operations using multiple LRNS with MEL relief to operate using a single LRNS in "certain geographic areas," complete Tables 1 and 2, and select optional subparagraph e.*
- *To authorize operations using only a single LRNS to operate in "certain geographic areas," complete Table 2 (leave Table 1 blank) and select optional subparagraph e.]*

[Context help language:

If applicable, select the following subparagraph for optional authorization to conduct extended overwater operations using a single LRNS.]

e. In accordance with 14 CFR Part 121, § 121.351; Part 135, § 135.165; and/or Part 194, § 194.306(y), as applicable, and the provisions and limitations of this operations specification, the certificate holder is authorized to conduct extended overwater operations using a single LRNS. For aircraft normally equipped with more than one LRNS, the certificate holder must follow approved minimum equipment list (MEL) procedures to operate with any inoperative LRNS. Single LRNS extended overwater operations are limited to the "certain geographic areas" listed below:

(1) 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; and
- 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.

(2) The Iceland-Greenland Corridor in the North Atlantic (NAT), where aircraft are being provided with Air Traffic Service (ATS) surveillance and where direct controller-pilot very high frequency (VHF) voice communication is maintained, as published in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Operations Specification B039, Operations in North Atlantic High Level Airspace (NAT HLA), is also required for operations in this corridor between FLs 285 and 420.

Appendix J. Sample OpSpec B036, Oceanic and High Remote Continental Operations: 14 CFR Part 125

a. The certificate holder is authorized to conduct Oceanic and High Remote Continental Operations regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this paragraph is referenced in paragraph B050, Authorized Areas of En Route Operations, Limitations, and Provisions, of these operations specifications. The certificate holder must conduct all operations in accordance with the limitations and provisions of this paragraph.

b. Navigation Specifications (NavSpec). The certificate holder is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpecs(s) listed in Table 1 and/or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

Table 2 – 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)	

c. Limitations and Provisions. The certificate holder must conduct all operations in accordance with the following limitations and provisions:

(1) Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not 1HRF Operations.

(2) The certificate holder must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpec authorized in Table 1 and/or Table 2 which is indicated in the air traffic control (ATC) flight plan. If Required Navigation Performance (RNP) time limits apply, or if equipment failure affects RNP, the certificate holder must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the certificate holder must have a statement from the manufacturer that the new software has no impact to RNP.

(3) 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 International Civil Aviation Organization (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.

(4) The certificate holder 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:

(a) 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).

(b) All flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

(5) The certificate holder 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 10 NavSpecs 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:

(a) For operations requiring RNP 2 (oceanic/remote): 5 minutes.

(b) For operations requiring RNP 4: 25 minutes.

(c) For operations requiring RNP 10: 34 minutes.

(6) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and High Remote Continental operations, the flightcrew must be qualified on the system(s) being used in accordance with the certificate holder's flightcrew training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

d. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights authorized by this operations specification. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

[Context help language:

- *To authorize operations using multiple LRNS without minimum equipment list (MEL) relief to operate using a single LRNS in "certain geographic areas," complete Table 1, and leave Table 2 blank. Do not select optional subparagraph e below.*
- *To authorize operations using multiple LRNS with MEL relief to operate using a single LRNS in "certain geographic areas," complete Tables 1 and 2, and select optional subparagraph e.*
- *To authorize operations using only a single LRNS to operate in "certain geographic areas," complete Table 2 (leave Table 1 blank) and select optional subparagraph e.]*

[Context help language:

If applicable, select the following subparagraph for optional authorization to conduct extended overwater operations using a single LRNS.]

e. In accordance with 14 CFR Part 125, § 125.203 and the provisions and limitations of this operations specification, the certificate holder is authorized to conduct extended overwater operations using a single LRNS. For aircraft normally equipped with more than one LRNS, the certificate holder must follow approved minimum equipment list (MEL) procedures to operate with any inoperative LRNS. Single LRNS extended overwater operations are limited to the "certain geographic areas" listed below:

(1) 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; and
- 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.

(2) The Iceland-Greenland Corridor in the North Atlantic (NAT), where aircraft are being provided with Air Traffic Service (ATS) surveillance and where direct controller-pilot very high frequency (VHF) voice communication is maintained, as published in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Operations Specification B039, Operations in North Atlantic High Level Airspace (NAT HLA), is also required for operations in this corridor between FLs 285 and 420.

Appendix K. Sample LOA B036, Oceanic and High Remote Continental Operations: 14 CFR Part 125 (A125 LODA Holders)

1. The operator/company, authorized to conduct operations in accordance with Letter of Deviation Authority (LODA) A125, is authorized to conduct Oceanic and High Remote Continental Operations regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this Letter of Authorization (LOA) is referenced in LOA B050, Special Authorizations for Certain Areas of Operations, of these authorizations. The operator/company must conduct all operations in accordance with the limitations and provisions of this LOA.

2. Navigation Specifications (NavSpec). The operator/company is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpec(s) listed in Table 1 and/or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

Table 2 – 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)	

3. Limitations and Provisions. The operator/company must conduct all operations in accordance with the following limitations and provisions:

a. Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this LOA, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not 1HRF Operations.

b. The operator/company must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpec authorized in Table 1 and/or Table 2 which is indicated in the air traffic control (ATC) flight plan. If Required Navigation Performance (RNP) time limits apply, or if equipment failure affects RNP, the operator/company must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the operator/company must have a statement from the manufacturer that the new software has no impact to RNP.

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 International Civil Aviation Organization (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/company 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 flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

e. The operator/company 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 10 NavSpecs 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 requiring RNP 2 (oceanic/remote): 5 minutes.

(2) For operations requiring RNP 4: 25 minutes.

(3) For operations requiring RNP 10: 34 minutes.

f. Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and High Remote Continental operations, the flightcrew must be qualified on the system(s) being used in accordance with the operator's/company's flightcrew training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

4. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this LOA, flightcrew members and operational control personnel must have completed the operator/company's training on the requirements pertinent to planning and operating flights authorized by this LOA. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

[Context help language:

- *To authorize operations using multiple LRNS without minimum equipment list (MEL) relief to operate using a single LRNS in "certain geographic areas," complete Table 1, and leave Table 2 blank. Do not select optional subparagraph 5 below.*
- *To authorize operations using multiple LRNS with MEL relief to operate using a single LRNS in "certain geographic areas," complete Tables 1 and 2, and select optional subparagraph 5.*
- *To authorize operations using only a single LRNS to operate in "certain geographic areas," complete Table 2 (leave Table 1 blank) and select optional subparagraph 5.]*

[Context help language:

If applicable, select the following subparagraph for optional authorization to conduct extended overwater operations using a single LRNS.]

5. In accordance with 14 CFR Part 125, § 125.203 and the provisions and limitations of this LOA, the operator/company is authorized to conduct extended overwater operations using a single LRNS. For aircraft normally equipped with more than one LRNS, the operator/company must follow approved minimum equipment list (MEL) procedures to operate with any inoperative LRNS. Single LRNS extended overwater operations are limited to the "certain geographic areas" listed below:

a. 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; and
- 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.

b. The Iceland-Greenland Corridor in the North Atlantic (NAT), where aircraft are being provided with Air Traffic Service (ATS) surveillance and where direct controller-pilot very high frequency (VHF) voice communication is maintained, as published in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. LOA B039, Operations in North Atlantic High Level Airspace (NAT HLA), is also required for operations in this corridor between FLs 285 and 420.

Appendix L. Sample OpSpec B036, Oceanic and High Remote Continental Operations: 14 CFR Part 135

a. The certificate holder is authorized to conduct Oceanic and High Remote Continental Operations regardless of the ability to conduct One-Hour Reliable Fix (1HRF) Operations, but only within the areas of en route operation where this paragraph is referenced in paragraph B050, Authorized Areas of En Route Operations, Limitations, and Provisions, of these operations specifications. The certificate holder must conduct all operations in accordance with the limitations and provisions of this paragraph.

b. Navigation Specifications (NavSpec). The certificate holder is authorized to conduct operations using the long-range navigation system(s) (LRNS) compliant with the NavSpec(s) listed in Table 1 and/or Table 2, as applicable.

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	Manu-facturer	Model Name	Software Version # ("and later" if no impact to RNP)		
	Dropdown options: • 2 • 3	Dropdown options: • FMC/FMS • GPS • INS				Dropdown options: • RNP 10 • RNP 4/ RNP 10 • RNP 2 (oceanic/ remote)/ RNP 4/ RNP 10	

Table 2 – 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)	

c. Limitations and Provisions. The certificate holder must conduct all operations in accordance with the following limitations and provisions:

(1) Unless issued paragraph B030, Remote Continental operations are limited to at or above flight level (FL) 180. For purposes of this operations specification, Remote Continental operations are those operations over land or over water 50 nautical miles (NM) or less from the nearest shoreline, that are not 1HRF Operations.

(2) The certificate holder must conduct all operations so the aircraft is operated in conformance with the most stringent NavSpec authorized in Table 1 and/or Table 2 which is indicated in the air traffic control (ATC) flight plan. If Required Navigation Performance (RNP) time limits apply, or if equipment failure affects RNP, the certificate holder must update the RNP indication accordingly via the ATC flight plan. If operating using a later LRNS software version than indicated in Table 1 and/or Table 2, the certificate holder must have a statement from the manufacturer that the new software has no impact to RNP.

(3) 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 International Civil Aviation Organization (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.

(4) The certificate holder 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:

(a) 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).

(b) All flights with aircraft not providing Automatic Dependent Surveillance-Contract (ADS-C) reports.

(5) The certificate holder 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 10 NavSpecs 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:

(a) For operations requiring RNP 2 (oceanic/remote): 5 minutes.

(b) For operations requiring RNP 4: 25 minutes.

(c) For operations requiring RNP 10: 34 minutes.

(6) Except when navigation is being performed under the supervision of a check airman properly qualified for Oceanic and High Remote Continental operations, the flightcrew must be qualified on the system(s) being used in accordance with the certificate holder's approved training program. The flightcrew performing under the supervision of a check airman must have satisfactorily completed the ground school portion of that training program.

d. Flightcrew and Operational Control Personnel Training. Prior to conducting operations under this operations specification, flightcrew members and operational control personnel must have completed the certificate holder's training on the requirements pertinent to planning and operating flights authorized by this operations specification. This training must include operational procedures to mitigate the occurrence of track errors due to equipment malfunction or operational error.

[Context help language:

- *To authorize operations using multiple LRNS without minimum equipment list (MEL) relief to operate using a single LRNS in "certain geographic areas," complete Table 1, and leave Table 2 blank. Do not select optional subparagraph e below.*
- *To authorize operations using multiple LRNS with MEL relief to operate using a single LRNS in "certain geographic areas," complete Tables 1 and 2, and select optional subparagraph e.*
- *To authorize operations using only a single LRNS to operate in "certain geographic areas," complete Table 2 (leave Table 1 blank) and select optional subparagraph e.]*

[Context help language:

If applicable, select the following subparagraph for optional authorization to conduct extended overwater operations using a single LRNS.]

e. In accordance with 14 CFR Part 135, § 135.165 and/or Part 194, § 194.306(y) and the provisions and limitations of this operations specification, the certificate holder is authorized to conduct extended overwater operations using a single LRNS. For aircraft normally equipped with more than one LRNS, the certificate holder must follow approved minimum equipment list (MEL) procedures to operate with any inoperative LRNS. Single LRNS extended overwater operations are limited to the "certain geographic areas" listed below:

(1) 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; and
- 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.

(2) The Iceland-Greenland Corridor in the North Atlantic (NAT), where aircraft are being provided with Air Traffic Service (ATS) surveillance and where direct controller-pilot very high frequency (VHF) voice communication is maintained, as published in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Operations Specification B039, Operations in North Atlantic High Level Airspace (NAT HLA), is also required for operations in this corridor between FLs 285 and 420.

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

a. The program manager is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this management specification and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.

b. 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.

c. Required Flightcrew and Operational Control Personnel Training. Prior to operations in NAT HLA, flightcrew members and operational control personnel must have completed the program manager's approved training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the program manager on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The program manager must also hold management specification B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph e below.

e. In accordance with 14 CFR Part 91, § 91.511, flights in airplanes 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). Operations within NAT HLA using a single LRNS must comply with § 91.511 and are limited to the special Iceland-Greenland Corridor identified in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to MSpec B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The program manager is using only a single LRNS and/or is not authorized oceanic RNP in MSpec B036. NAT HLA operations are therefore restricted to the Iceland-Greenland Corridor.
o The program manager is authorized oceanic RNP in MSpec B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

Appendix N. Sample OpSpec B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 121

a. The certificate holder is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this operations specification and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.

b. 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.

c. Required Flightcrew, Aircraft Dispatcher, and Operational Control Personnel Training. Prior to conducting operations in NAT HLA, flightcrew members must have completed the certificate holder's training on the requirements specific to planning and operating flights in the NAT HLA. For Part 121 flag operations, aircraft dispatchers must have also completed this training. For Part 121 supplemental operations, the persons authorized by the certificate holder to exercise operational control must have completed this training. This training is in addition to that provided by the certificate holder on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The certificate holder must also hold operations specification B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph e below.

e. If authorized in paragraph B036, operations within NAT HLA using a single long-range navigation system (LRNS) are limited to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to OpSpec B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The certificate holder is using only a single LRNS and/or is not authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore restricted to the Iceland-Greenland Corridor.
o The certificate holder is authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

Appendix O. Sample OpSpec B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 121/135

a. The certificate holder is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this operations specification and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.

b. 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.

c. Required Flightcrew, Aircraft Dispatcher, and Operational Control Personnel Training. Prior to conducting operations in NAT HLA, flightcrew members must have completed the certificate holder's approved training on the requirements specific to planning and operating flights in the NAT HLA. For part 121 flag operations, aircraft dispatchers must have also completed this training. For part 121 supplemental and part 135 operations, the persons authorized by the certificate holder to exercise operational control must have completed this training. This training is in addition to that provided by the certificate holder on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The certificate holder must also hold operations specification B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph e below.

e. If authorized in paragraph B036, operations within NAT HLA using a single long-range navigation system (LRNS) are limited to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to OpSpec B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The certificate holder is using only a single LRNS and/or is not authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore restricted to the Iceland-Greenland Corridor.
o The certificate holder is authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

Appendix P. Sample OpSpec B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 125

a. The certificate holder is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this operations specification and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.

b. 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.

c. Required Flightcrew and Operational Control Personnel Training. Prior to operations in NAT HLA, flightcrew members and operational control personnel must have completed the certificate holder's approved training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the certificate holder on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The certificate holder must also hold operations specification B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph e below.

e. If authorized in paragraph B036, operations within NAT HLA using a single long-range navigation system (LRNS) are limited to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to OpSpec B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The certificate holder is using only a single LRNS and/or is not authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore restricted to the Iceland-Greenland Corridor.
o The certificate holder is authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

Appendix Q. Sample LOA B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 125 (A125 LODA Holder)

1. The operator/company, authorized to conduct operations in accordance with Letter of Deviation Authority (LODA) A125, 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 and Operational Control Personnel Training. Prior to operations in NAT HLA, flightcrew members and operational control personnel must have completed the operator/company's approved 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/company on the general requirements for planning and operating flights in oceanic and remote airspace.

4. The operator/company must also hold LOA B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph 5 below.

5. If authorized in paragraph B036, operations within NAT HLA using a single long-range navigation system (LRNS) are limited to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to LOA B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The operator/company 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.
o The operator/company is authorized oceanic RNP in LOA B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.

Appendix R. Sample OpSpec B039, Operations in North Atlantic High Level Airspace (NAT HLA): 14 CFR Part 135

a. The certificate holder is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this operations specification and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.

b. 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.

c. Required Flightcrew and Operational Control Personnel Training. Prior to operations in NAT HLA, flightcrew members and operational control personnel must have completed the certificate holder's approved training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the certificate holder on the general requirements for planning and operating flights in oceanic and remote airspace.

d. The certificate holder must also hold operations specification B036, indicating authorization for Required Navigation Performance (RNP) 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph e below.

e. If authorized in paragraph B036, operations within NAT HLA using a single long-range navigation system (LRNS) are limited to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 provides the operator status with respect to OpSpec B036 and the associated NAT HLA restriction.

Table 1 – B036 Restriction, Iceland-Greenland Corridor

o The certificate holder is using only a single LRNS and/or is not authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore restricted to the Iceland-Greenland Corridor.
o The certificate holder is authorized oceanic RNP in OpSpec B036. NAT HLA operations are therefore authorized, including outside the Iceland-Greenland Corridor.