

NOTICE

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION

N 8900.788

National Policy

Effective Date:
10/2/26

Cancellation Date:
10/2/27

SUBJ: Revised B039 Authorization for 14 CFR Parts 91, 91K, 121, 121/135, 125, and 135

1. Purpose of This Notice. This notice announces revisions to Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) B039, Operations in North Atlantic High Level Airspace (NAT HLA), and revisions to the associated inspector guidance. The revisions announced in this notice affect operators under Title 14 of the Code of Federal Regulations (14 CFR) parts 91, 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.

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 the B039 authorization. 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. Related Notices. The following notices, both issued on December 30, 2025, announced recent revisions to the B039 authorization:

(1) Notice N 8900.756, Revised 14 CFR Part 91 Letters of Authorization (LOA) B030, B036, and B039, Decommissioned LOA B054.

(2) Notice N 8900.757, Revised B030, B036, and B039 Authorizations, Decommissioned B054 Authorization for 14 CFR Parts 91K, 121, 121/135, 125, and 135.

b. Restrictions, Iceland-Greenland Corridor. The revised authorizations issued with the notices in subparagraph a above did not account for aircraft lacking high frequency (HF) or Controller-Pilot Data Link Communications (CPDLC), which are not required for flights restricted to the Iceland-Greenland Corridor. New language accounts for these situations.

c. Guidance on Mixed Fleets. To accommodate mixed fleets where only some operator aircraft are restricted to the Iceland-Greenland Corridor, inspector guidance was updated.

(1) For parts 91K, 121, 125, and 135, new guidance is provided to clarify restrictions in the reference notes for B050, Authorized Areas of En Route Operations, Limitations, and Provisions.

(2) For part 91, the B039 authorization now has two tables where the aircraft registration number is listed.

5. Guidance.

a. 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	LOA	B039	91
B	MSpec	B039	91K
C	OpSpec	B039	121
D	OpSpec	B039	121/135
E	OpSpec	B039	125
F	LOA	B039	125 LODA holder
G	OpSpec	B039	135

b. Revisions to FAA Order 8900.1, Flight Standards Information Management System. FS has revised inspector guidance in Order 8900.1, Volume 3, Chapter 18, Section 4, Part B Operations Specifications—En Route Authorization and Limitations, affecting the B039 and B050 authorizations.

6. Action. Inspector actions are as follows:

a. Parts 91K, 121, 125 and 135. For parts 91K, 121, 125, and 135, this is a mandatory revision to B039. Inspectors should complete reissuances and archiving within 12 months of the effective date of this notice, as applicable.

b. Part 91. For part 91, this is a nonmandatory revision to LOA B039.

(1) Single long-range navigation system (LRNS) authorizations in LOA B039 using revision 030 are valid until December 30, 2026 (in accordance with N 8900.756), with the special routes now pertaining to the Iceland-Greenland Corridor.

(2) Single LRNS authorizations in LOA B039 using revision 03a and later are valid until further notice.

c. 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.

7. Disposition. We have incorporated the information in this notice into Order 8900.1, Volume 3, Chapter 18, Section 4 with the publication of this notice. Direct questions or 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.



Leisha Bell for
Hugh J. Thomas
Executive Director, Flight Standards Service

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

1. The operator is authorized to conduct operations in North Atlantic High Level Airspace (NAT HLA) in accordance with the provisions of this Letter of Authorization (LOA) and the guidance contained in International Civil Aviation Organization (ICAO) Doc 7030, Regional Supplementary Procedures, for the NAT region.
2. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Doc 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas (OCA) of Bodo Oceanic, Gander Oceanic, New York Oceanic East north of 27° N, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas.
3. Required Flightcrew Training. Prior to conducting operations in NAT HLA, flightcrew members must have completed the operator's training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the operator on the general requirements for planning and operating flights in oceanic and remote airspace.
4. The operator must also hold LOA B036, Oceanic Required Navigation Performance (RNP) Operations, indicating authorization for RNP 2 (oceanic/remote), RNP 4, or RNP 10, except if operating in accordance with subparagraph 5 below.
5. In accordance with 14 CFR Part 91, § 91.511, flights in an airplane using only a single long-range navigation system (LRNS) over water more than 30 minutes flying time or 100 nautical miles (NM) from the nearest shore are limited to the geographic area defined in § 91.511(f), if that section is applicable, and may require an exemption from § 91.511(a) to operate outside of the areas excepted by § 91.511(f). Operations within NAT HLA using a single LRNS must comply with § 91.511, if applicable. Such operators, as well as operators with more than one LRNS who do not hold LOA B036 or do not satisfy NAT HLA voice communications/data link equipage requirements, are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Tables 1 and 2 below list NAT HLA authorized aircraft with respect to the Iceland-Greenland Corridor.

**Table 1 – Authorized Aircraft, NAT HLA Operations Restricted to the
Iceland-Greenland Corridor**

Registration Number	Remarks (if applicable)

**Table 2 – Authorized Aircraft, NAT HLA Operations Within and Outside the
Iceland-Greenland Corridor**

Registration Number	Remarks (if applicable)

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

**Appendix B. 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 (OCA) 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 conducting 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, Oceanic and High Remote Continental Operations, 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 may require an exemption from § 91.511(a) or other authorization from the Administrator to operate outside of the areas excepted by § 91.511(f), and are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

- Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.
- Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor.

**Appendix C. 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 (OCA) 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 14 CFR 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, Oceanic and High Remote Continental Operations, 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 B036, operations within NAT HLA using a single long-range navigation system (LRNS) are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

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| <ul style="list-style-type: none">○ Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.○ Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor. |
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Appendix D. 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 (OCA) 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 14 CFR Part 121 flag operations, aircraft dispatchers must have also completed this training. For Part 121 supplemental and 14 CFR 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, Oceanic and High Remote Continental Operations, 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 B036, operations within NAT HLA using a single long-range navigation system (LRNS) are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

- Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.
- Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor.

Appendix E. 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 (OCA) 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 conducting 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, Oceanic and High Remote Continental Operations, 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 B036, operations within NAT HLA using a single long-range navigation system (LRNS) are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

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| <ul style="list-style-type: none">○ Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.○ Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor. |
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**Appendix F. 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 (OCA) 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 conducting 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, Oceanic and High Remote Continental Operations, 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 B036, operations within NAT HLA using a single long-range navigation system (LRNS) are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

- Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.
- Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor.

**Appendix G. 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 (OCA) 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 conducting 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, Oceanic and High Remote Continental Operations, 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 B036, operations within NAT HLA using a single long-range navigation system (LRNS) are restricted to the special Iceland-Greenland Corridor described in ICAO NAT Doc 007, North Atlantic Operations and Airspace Manual. Table 1 below provides the applicable NAT HLA restriction.

Table 1 – Restriction, Iceland-Greenland Corridor

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| <ul style="list-style-type: none">○ Authorized NAT HLA operations, restricted to the Iceland-Greenland Corridor.○ Authorized NAT HLA operations, within and outside the Iceland-Greenland Corridor. |
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