NOTICE

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

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National Policy

Effective Date:
6/10/16

Cancellation Date:
6/10/17

SUBJ: OpSpec/MSpec/LOA B039, Operations in North Atlantic High Level Airspace (NAT HLA)

1. Purpose of This Notice. This notice announces changes to the requirements for issuing Operations Specification (OpSpec)/Management Specification (MSpec)/Letter of Authorization (LOA) B039, previously titled Operations in North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) Airspace, and revises the templates for affected Title 14 of the Code of Federal Regulations (14 CFR) operations: part 91, part 91 subpart K (part 91K), part 121, part 125 (including Letter of Deviation Authority (LODA) holders (125M)), and part 135. The revisions stem from International Civil Aviation Organization (ICAO)-mandated changes to operational requirements within what has been known as North Atlantic Minimum Navigation Performance Specifications (NAT/MNPS) airspace.

2. Audience. The primary audience for this notice is Federal Aviation Administration (FAA) certificate-holding district offices (CHDO) and principal inspectors (PI) assigned oversight of operators conducting operations under parts 91, 91K, 121, 125, 125M, and 135. The secondary audience includes Flight Standards personnel in the divisions and regions and in headquarters (HQ).

3. Where You Can Find This Notice. You can find this notice on the MyFAA employee Web site at https://employees.faa.gov/tools_resources/orders_notices. Inspectors can access this notice through the Flight Standards Information Management System (FSIMS) at http://fsims.avs.faa.gov. Operators can find this notice on the FAA's Web site at http://fsims.faa.gov. This notice is available to the public at http://www.faa.gov/regulations_policies/orders_notices.

4. Reference. Refer to the current edition of AC 90-105, Approval Guidance for RNP Operations and Barometric Vertical Navigation in the U.S. National Airspace System, for airplane qualification and operational approval requirements relative to Required Navigation Performance (RNP) 10 and RNP 4. AC 90-105 replaces AC 120-33, Operational Approval of Airborne Long-Range Navigation Systems for Flight Within the North Atlantic Minimum Navigation Performance Specifications Airspace, as the source of operational approval guidance for operations under B039.

5. Background.

a. Basis for the Change. Under ICAO direction, the airspace presently designated as NAT MNPS is transitioning such that aircraft navigation and separation will be guided by the application of Navigation Specifications (Nav Specs) based on Performance-based Navigation (PBN). Accordingly, the current "minimum navigation performance specifications" are being replaced by Required Navigation Performance (RNP) Nav Specs, as a requirement and basis for airplane separation in the NAT airspace. These changes are designed to take advantage of improvements in airplane navigation capability and result in more efficient use of what is considered the world's busiest oceanic airspace. What is not changing is the need for States to assess the qualifications of, and issue approval to, operators wishing to fly in NAT MNPS airspace.

b. Approvals. ICAO Document 7030, Regional Supplementary Procedures, mandates, as of January 2015, that all new approvals for operations in NAT MNPS airspace are based on Area Navigation (RNAV) 10 (RNP 10) or RNP 4 Nav Specs. Airplanes approved earlier to operate in MNPS airspace, under other than those Nav Specs, may continue to do so until January 1, 2020. In addition, ICAO has announced that NAT MNPS airspace will be redesignated as NAT HLA, effective February 4, 2016.

6. Explanation of Key Changes.

a. Title. OpSpec/MSpec/LOA B039 has been renamed Operations in North Atlantic High Level Airspace (NAT HLA). All references to MNPS have been replaced with HLA.

Note: The effective date for the actual airspace redesignation is February 4, 2016.

b. Training. A subparagraph on training has been added to the B039 templates. Operator training programs must cover the breadth of requirements pertinent to planning and operating flights within NAT HLA airspace.

c. Airplane-Specific Data. Tables identifying the specific airplane and navigation systems have been removed. That airplane-specific data is contained in OpSpec/MSpec/LOA B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), or OpSpec/MSpec/LOA B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System. Issuance of either B036 or B054, as applicable to the operation, is a prerequisite for issuance of B039.

d. Reduced Vertical Separation Minimum (RVSM). Information on RVSM has been removed. This information is provided in OpSpec/MSpec/LOA B046, Operations in Reduced Vertical Separation Minimum (RVSM) Airspace.

e. Performance Requirements. The description of MNPS performance requirements has been replaced by references to RNP 10 and RNP 4 Nav Specs. Issuance of B039 is now predicated on airplanes meeting one of those Nav Specs.

f. Short-Range Navigation Equipment. Authorization for use of only short-range navigation equipment (instead of a long-range navigation system (LRNS)) has been removed

from LOA B039. The requirement for RNP 10 capability for all new authorizations to operate throughout NAT HLA precludes the use of only short-range navigation equipment in any portion of that airspace.

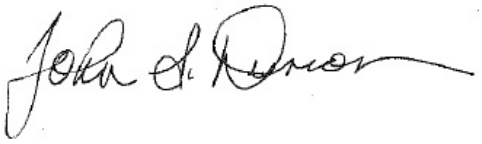
7. Action. This is a mandatory change to B039, with a deadline for change of December 31, 2019. This date is in line with the ICAO determination that all operations within NAT HLA be based on RNP criteria, effective January 1, 2020.

> **Note:** Flight Standards District Offices (FSDO)/CHDOs should develop appropriate reissuance schedules in order to avoid excessive workload as the deadline (December 31, 2019) approaches.

8. Guidance. This notice contains the following:

- The sample OpSpec B039 template in Appendix A applies to part 121.
- The sample OpSpec B039 template in Appendix B applies to part 125.
- The sample OpSpec B039 template in Appendix C applies to part 135.
- The sample OpSpec B039 template in Appendix D applies to part 121/135.
- The sample MSpec MB039 template in Appendix E applies to part 91K.
- The sample LOA B039 template in Appendix F applies to part 91.
- The sample LOA B039 template Appendix G applies to part 125 A125 LODA holders.

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



John Barbagallo
Deputy Director, Flight Standards Service

Appendix A. 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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 operations, the persons authorized by the certificate holder to exercise operational control must have completed this training.

d. The certificate holder must also hold operations specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of operations specification B036 must be observed during NAT HLA operations with those airplanes.

(1) In the event an airplane listed in operations specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the certificate holder being issued operations specification B054.

e. The certificate holder must hold operations specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of operations specification B054 must be observed during NAT HLA operations with those airplanes.

Appendix B. 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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 continental airspace.

d. The certificate holder must also hold operations specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of operations specification B036 must be observed during NAT HLA operations with those aircraft.

(1) In the event an airplane listed in operations specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the certificate holder being issued operations specification B054.

e. The certificate holder must hold operations specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of operations specification B054 must be observed during NAT HLA operations with those airplanes.

Appendix C. 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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 continental airspace.

d. The certificate holder must also hold operations specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of operations specification B036 must be observed during NAT HLA operations with those airplanes.

(1) In the event an airplane listed in operations specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the certificate holder being issued operations specification B054.

e. The certificate holder must hold operations specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of operations specification B054 must be observed during NAT HLA operations with those airplanes.

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) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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.

d. The certificate holder must also hold operations specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of operations specification B036 must be observed during NAT HLA operations with those airplanes.

(1) In the event an airplane listed in operations specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the certificate holder being issued operations specification B054.

e. The certificate holder must hold operations specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of operations specification B054 must be observed during NAT HLA operations with those airplanes.

Appendix E. Sample MSpec MB039, 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

b. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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 continental airspace.

d. The program manager must also hold management specification B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of management specification B036 must be observed during NAT HLA operations with those airplanes.

(1) In the event an airplane listed in management specification B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph e below, are authorized without the program manager being issued management specification B054.

e. The program manager must hold management specification B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of management specification B054 must be observed during NAT HLA operations with those airplanes.

Appendix F. 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

2. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, Reykjavik, Santa Maria, and Shanwick, excluding the Shannon and Brest Ocean Transition Areas.

3. Required Flightcrew Training. Prior to operations in NAT HLA, flightcrew members must have completed the operator's training on the requirements specific to planning and operating flights in the NAT HLA. This training is in addition to that provided by the operator on the general requirements for planning and operating flights in oceanic and remote continental airspace.

4. The operator must also hold LOA B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of LOA B036 must be observed during NAT HLA operations with those airplanes.

a. In the event an airplane listed in LOA B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph 5 below, are authorized without the operator being issued LOA B054.

5. The operator must hold LOA B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of LOA B054 must be observed during NAT HLA operations with those airplanes.

Appendix G. 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 A125 Letter of Deviation Authority (LODA) 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) Document 7030, Regional Supplementary Procedures, for the NAT region.

2. Airspace Description. NAT HLA is that volume of airspace (as defined in ICAO Document 7030) between flight level (FL) 285 and FL 420 within the oceanic control areas of Bodo Oceanic, Gander Oceanic, New York Oceanic East, 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 continental airspace.

4. The operator/company must also hold LOA B036, Oceanic and Remote Continental Navigation Using Multiple Long-Range Navigation Systems (M-LRNS), indicating authorization for RNP 4 or RNP 10, if operating airplanes equipped with two or more long-range navigation systems (LRNS). The provisions and limitations of LOA B036 must be observed during NAT HLA operations with those airplanes.

a. In the event an airplane listed in LOA B036 is reduced to single LRNS capability due to equipment degradation, operations within NAT HLA, limited to the special routes identified in paragraph 5 below, are authorized without the operator/company being issued LOA B054.

5. The operator/company must hold LOA B054, Oceanic and Remote Airspace Navigation Using a Single Long-Range Navigation System, indicating authorization for RNP 10 if operating airplanes equipped with a single LRNS. Operations within NAT HLA with a single LRNS are limited to the special routes (e.g., Blue Spruce routes) identified in NAT Document 007, North Atlantic Operations and Airspace Manual. The provisions and limitations of LOA B054 must be observed during NAT HLA operations with those airplanes.